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The Hongkong Telegraph

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Present prices of the STRAIGHT-EIGHT 7-passenger PACKARD MOTOR CARRIAGES are as follows:

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BRITISH PLANES AT CANTON.

EVOKE OFFICIAL PROTEST BY NANKING.

APPALLING STATE OF WOUNDED AT HANKOW.

U. S. TANKS FOR CHINA.

The Nationalist Foreign Minister under the Nanking Government, Mr. C. C. Wu, has protested to the British Minister at Peking against the flights of British aeroplanes over Canton on May 18 and over Chinese territory at Shanghai.

There is apparently a lull in the fighting, but a special correspondent at Hankow describes what he saw recently when a trainload of Southern wounded arrived from the Honan front. The train was overcrowded, and the men were lying in open trucks for the most part, in filth, unattended, their wounds already septic.

Accommodation is insufficient in Hankow for the treatment of wounded troops, and medical men and supplies are urgently needed. The correspondent describes the scene as appalling.

At Manila message says that the third United States China expeditionary force has sailed for Shanghai, comprising over 1,000 Marines, with 50 trucks, 25 tanks, and an aviation unit.

The Nanking Government has issued instructions to all provinces under its control to cease anti-foreign and anti-Christian agitation, pointing out that Nationalism is not expressed in this fashion. Missionaries and their property are to be protected.

A report from Hankow states that a party including Messrs. Sun Fo and Wang Ching-wei has gone to Chengchow where they are holding an important conference with the military leaders, Gen. Tang Seng-chi and Marshal Feng Yu-hsiang. Meanwhile, the advance of General Yang Sen down river towards Hankow has been held up.

IMPORTANT CHENGCHOW MEETING.

Shanghai, June 10. Mr. C. C. Wu, the Foreign Minister of the Nanking Government, has protested to Sir Miles Lampson with regard to British aeroplanes flying over Canton on May 18, and also against British planes flying over Shanghai.—*Reuter*.

APPALLING SCENES.

Wounded Men at Hankow.

Shanghai, June 10. Reuter's special correspondent at Hankow, describing the arrival of one of the numerous trainloads of wounded, which continue to arrive daily from Honan, says it was the most appalling sight he ever saw.

The military escort rode on the cowcatcher on sandbags in front of the engine, hung on to the rails on the sides of the boiler, or sat on the roofs of the coaches.

The rear of the train comprised cattle-trucks, in which the neglected wounded lay in dirt and squalor. Only a few were bandaged, and these with filthy cotton-wool.

Squatting at the doors of the covered coaches were those who were not seriously wounded, while inside one caught glimpses of the blood-covered backs, and limbs of the men who were seriously wounded, lying unattended in their own filth, on the bare floor.

No Proper Relief.

The arrival at Hankow does not bring relief to the sufferers, for they are compelled to lie in the train, still unattended, until accommodation can be found in the already over-crowded foreign hospitals, or in the pestiferous wards hurriedly improvised in the unhealthy native city. All the wounds are septic, and many rotting.

There is a dreadful lack of medical men and medical supplies. Most of the American and British doctors, whose help would have been invaluable, have now left China, driven out by the frenzied anti-foreign mobs.—*Reuter*.

U. S. REINFORCEMENTS.

Units Leave Manila.

Manila, June 10. The third China expeditionary force, consisting of 1,150 Marines, 50 trucks, 25 tanks, and an aviation unit, sailed for Shanghai this evening with Colonel H. C. Davis in command.—*Reuter*.

BRITAIN AND U. S.

Co-operation in Defence.

Peking, June 10. General Duncan, speaking at a luncheon of the Anglo-American Association, referred to his close relations with General Smedley Butler, and declared that if trouble occurred here, he had no doubt the Anglo-American co-operation would be as close in Peking and Tientsin as it had been recently in Shanghai.—*Reuter*.

"REDS" CONFERENCE.

Important Gathering at Chengchow.

Hankow, June 10. Messrs. Sun Fo, Tan Yen-kai and Wang Ching-wei have proceeded to Chengchow to hold a conference with Gen. Tang Seng-chi, Gen. Teng Yen-tak and Marshal Feng Yu-hsiang.

Gen. Yang Sen's forces are reported to have suffered a setback and to have withdrawn to Kienli.

A Japanese convoy of one gunboat and four steamers proceeded up river this morning. The attitude of the military at Chenglin is friendly and they have stated that they will not fire on foreign gunboats.

At other Yangtze ports, there is nothing to report.—*Naval Wireless*.

Shanghai, June 10. There is no change in the situation and nothing to report.—*Naval Wireless*.

ANTI-FOREIGNISM.

Nanking's Good Counsel.

Shanghai, June 10. The Nationalist Government at Nanking has issued a mandate declaring that at a recent meeting of the Central Executive Council, Commissioner C. C. Wu proposed that full protection should be accorded to the missionary and other religious institutions in the different provinces, which proposal was subsequently decided upon. The Government orders the provincial governments to explain to the people that the Nationalist principles do not mean anti-foreignism or anti-Christianity. The people therefore should not do anything threatening the religious liberty of the Chinese and foreigners alike.

(Continued on Page 18.)

SOVIET'S AMAZING CHARGES.

HOW BRITISH MISSION WAS TREATED.

WAS CAREFULLY WATCHED.

London, June 10. "Amazing" is the expression applied by responsible circles in London to the Soviet charges that certain Russians executed at Moscow had carried on espionage on behalf of the British Diplomatic Mission.

It is emphatically denied that the British representatives had any such relations, and on the contrary, owing to the Soviet Government's suspicions, the members of the British mission at Moscow had been quite unable to have any relations with Russians outside the sphere of their official duties. Actually, they had been afraid to be seen in the company of Russians. This contrasted with the freedom enjoyed by Rosenberg and the Soviet delegation in British.—*Reuter*.

Frontier Incidents.

Warsaw, June 10. The Polish newspaper press is drawing attention to unpleasant incidents on the Soviet frontier, including the arrest of Radziszewski, the commander of the police inspecting the frontier posts, who crossed a few yards into Soviet territory.—*Reuter*.

Soviet Victims.

Moscow, June 10. Twenty Russians alleged to have been engaged in anti-Soviet activities on behalf of the monarchists or foreign Powers, have been sentenced to death and executed.

The communique announcing this, states that this step was taken by the Collegium of the State Political Department on June 9 and the sentences were immediately carried out in view of an open transition to a terrorist and destructive struggle by the monarchist and White Guardist elements acting from abroad on instructions and with funds from foreign intelligence services.

The communique details the names of the victims and their alleged crimes. They include the former Prince Paul Dolgoroukoff, who illegally entered Russia through Rumania, a former cavalry Captain named Elvengren, who assisted Captain Riley, the British intelligence officer in the organisation of an attempt on the Soviet delegation at the Genoa conference when it passed through Berlin and Malevsky a former bodyguard officer of the British intelligence agent in Persia, who was dispatched in 1927 for espionage in Russia.

The list further includes an ex-Tsarist Consul, three former officers alleged to have supplied spy information to Sir Robert Hodgson, the British Charge d'Affaires, the former Prince Mestchersky, who was an active worker for the ex-Grand Duke Nicholas and others accused of lodging terrorists from abroad, attempting to organise bandits and attempting to murder Bukharin, Rykoff and Stalin.—*Reuter*.

France Advises Russia.

Paris, June 10. According to L'Echo de Paris the French Government counsels the Soviets to show moderation and endeavours to divert them from presenting excessive claims against Poland. Paris approves without reserve the Polish Government's cautious conduct.—*Navas*.

DE PINEDO RESUMES.

CONTINUES FLIGHT TO ROME.

Horta, June 10. The Marquis De Pinedo, who had a mishap to his plane off the Azores on the way across the Atlantic, has resumed his flight to Rome.—*Reuter*.

LORD SWAYTHLING ILL.

"CONDITION UNCHANGED."

London, June 10. Baron Swaythling, who is seriously ill in London, passed a fairly good night, but his condition to-day is unchanged.—*Reuter*.

OUR ELECTIONS.

AN ADDITIONAL REGISTER.

FOR EXEMPTED PERSONS.

In the latest Government Gazette, circulated to-day is published the draft of a Bill it is proposed to introduce into the Legislative Council to amend the Public Health and Buildings Ordinance, 1903.

In the Objects and Reasons, it is explained that the Bill aims to amend the existing Ordinance on three points, namely, as regards Sanitary Board elections, the methods of construction of reinforced concrete buildings, and the regulations governing water closets and urinals.

Unsatisfactory Elections.

Regarding Sanitary Board elections, the Objects and Reasons, state, *inter alia*—

"The close attention which was directed last year to the procedure at Sanitary Board elections has revealed certain defects in the existing law. This Ordinance attempts to remedy some of these defects. Others will be dealt with in new rules to be made under section 9 of the principal Ordinance."

"One difficulty is that there is no register for one part of the elec-

TEXAS TO HONGKONG.

Prize Offered for Non-stop Flight.

Dallas, Texas, June 2. Twenty-five thousand gold dollars for a non-stop flight from Dallas, Texas, to Hongkong was offered to-day by Mr. William Ellerswood, a Dallas millionaire. No details are given.

Mr. Ellerswood said that the first attempt would be made about September 15th and that the flier has already started preparations. The latter's identity was not disclosed.—*U. P.*

torate, so that it is necessary, during the hurry of a ballot, to investigate and decide upon various claims to vote based on various grounds. Where there is a register the only question is one of identity. The reason why there is no register for part of the electorate is to be found in the peculiar nature of the qualification. The main basis of the qualification is liability to jury service, and the main body of the electorate consists of persons whose names appear in the current jurors lists.

It is obvious, however, that if persons liable to jury service have a right to vote, persons who are exempt from jury service should also have right to vote. Accordingly the electorate includes all persons who are by s. 4 of the Jurors Ordinance, 1887, Ordinance No. 6 of 1887, declared to be not liable to serve as jurors, subject only to this, that servants of the Crown are not entitled to form part of this is to include in the result of this is to include in the electorate the twelve classes of persons who are under the Jurors Ordinance exempt from jury service.

It is clear that much delay could be caused by the necessity of investigating claims to vote by persons of these twelve classes, and it is also obvious that questions of some difficulty might arise in connexion with such claims. The jurors lists form part of a register of the electorate. The obvious course with regard to the remainder of the electorate is to provide for a second part of the register on which such persons may apply to be registered. This is the course which section 5 of this Ordinance adopts. The obligation will be on each qualified person to apply to have his name entered in the register. This part of the register will be closed to fresh applications for registration for fourteen clear days before any ballot, so as to allow some time for the investigation of all claims

(Continued on Page 18.)

EMPIRE EX-SERVICE MEN.

PROPOSED CONSCRIPTION OF INCOME.

AN AMENDED RESOLUTION.

London, June 10.

The third biennial conference of the British Empire Service League has agreed to send representatives in the capacity of observers to a conference at Luxembourg of international ex-service organisations, known as the F.I.D.A.C.

There was considerable discussion at the conference. A resolution was moved on behalf of Canada in favour of conscription of property in wartime. Major General Coffin (Ceylon) moved, and Captain Kimpton (Rhodesia) seconded, an amendment that "On the declaration of war, the income and person of every citizen shall be taken in the service of the State."

Lieutenant General Sir Andrew Skeen (India) said the proposal would raise a storm in India.

Eventually the conference adopted another amendment, moved by Major Sanguinetti (Malaya), that the motion was too controversial and political for the League.

The conference decided that the next biennial conference shall be held in Australia.

A resolution was adopted welcoming closer co-operation with "our United States comrades."—*Reuter*.

MOTOR ACCIDENT.

EUROPEANS INVOLVED.

Mrs. Silverster, residing at the married quarters in A. and B. Blocks in Queen's Road East was knocked down by a motor cycle combination in Queen's Road East near Ice House Street last night, shortly after 8.15 p.m.

The combination was driven by Mr. J. Carr, of the P.W.D. and Mr. J. Wells, travelling in the sidecar.

Apparently Mrs. Silverster was not much injured for she drove away in a taxi. Mr. Carr was slightly injured over the left eye.

It is stated that Mrs. Silverster was crossing the road at the time of the accident.

LICENSING BOARD ELECTION.

FOR UNOFFICIAL JUSTICES.

It is notified that an election by the unofficial Justices of the Peace of a Justice from among their number to serve on the Licensing Board, will take place in the office of the Registrar of the Supreme Court on Tuesday, June 21st commencing at 4 p.m. in the afternoon.

Nominations must be made not less than six clear days before the day fixed for the election.

WEEK-END WEATHER.

MORE RAIN PREDICTED.

The weather forecast up till noon to-morrow, issued by the Royal Observatory, is as follows: "East winds, moderate; overcast, rain."

There was some excitement at the Young Wo Nursing Home this morning when an amah, on entering one of the wards, saw a Chinese intruder. She immediately raised the alarm and the man took to his heels. A chase by one of the ward boys resulted in the arrest of one man, the one who was keeping guard outside. The man who was seen inside the ward escaped.

TO-DAY.

Dollar on demand 2/0.1/16.
Lighting-up 7.06 p.m.

Bulls and Inners

From the Office Butts.

Among the towns flooded in the Mississippi area is one called one continual fight. Waterproof!

It has been discovered that the *Leptospira Icterohaemorrhagiae* germ is the cause of spirochaetal jaundice. We suspect that this little germ might also be responsible for stuttering, incoherence, lockjaw, toothache, earache, &c., among the general public, and nervous exhaustion among composers.

Clothing is a bare necessity in this hot weather.

"What do trousers tell?" asks an advertisement. Several things—in pants.

According to last week's race returns, favourites do not reciprocate the affection.

A successful business man says he started out as a milkman and finished as a cheese merchant. He seems to have done his rounds in a Ford truck.

Even at Government House it's hard to distinguish a doctor in a shell jacket but nevertheless a few were there specialising in fizzleology.

"Reader," Yes, "Wails for the Welch" is their motto.

Sporting Note: What is known as a hiccup final is the last round before Frothblowers go home.

It is pointed out that there were big wars in China many centuries ago. This proves the statement that the Chinese were thoroughly civilised long before we were.

A Kowloon man hasn't spoken to his wife since Christmas. We can only presume that he is too polite to interrupt.

These official cold collations are the rendezvous for the quick and the deadheads.

"Diana." What you say is no doubt true but anyhow you must admit that this fuss about women's clothes is a lot of talk about practically nothing.

"In some tropical countries the men wear hardly any clothes," says "Diana." How effeminate!

What between heat, mosquitoes and concerts, some of these soldier lads are having a rough time.

News: A Kowloon man has purchased a private ricksha.

McWhirter, he says while it is true that dollars do not go so far as formerly, they go remarkably far when one considers how tightly most people hold on to them.

Forprodit assets are being sold for liquidation.

All the witty remarks about television lead one to recall that there were probably just as many made about the telephone when it was first invented.

"Cameronian." No, no. The Finnish Diet has nothing whatever to do with funn haddie.

What we need at Happy Valley these days are more folks with a striking personality.

Harry Lauder has just finished another farewell tour through the United States.

There's enough lime in a man's body to whitewash a chicken fence, says a Chicago surgeon. We are awaiting the headline: "Slays Mate as Fence Gets Mouldy."

This week's stray bat from the belfry: "Why doesn't someone invent an automatic windshield wiper for horn-rimmed glasses?"

When worse smells are invented, Wanchai will give them.

A golf query: "Why does a golf ball never reach the green on the first shot and always goes over on the second?"

The bee which buzzes in the head of a bathing shed booster is often a hum-bug.

Senatide fever is that universal disease which makes a victim feel low but causes him to run a high temperature when there are no screens to hide behind.

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Chang Tso-lin says life is just one continual fight.

Kowloon omnibus-drivers now have a football team of their own. We understand that they propose to call themselves the All Blocks.

Suggested line for song writers: "I'd weed the lil' ol' patch if Idaho."

At a recent local Company meeting the blinds were drawn to keep out the strong sunshine. Passers-by reverently removed their hats under the impression that some unfortunate shareholder had been bored to death.

Cash sweeps at the races often show triplicate numbers and one wouldn't mind if one won one.

The tael value of rice in China is a cereal story.

The Ukelele struck a false note at Happy Valley on Monday last.

The American sailors appear to be simply Helena baseball game.

A well-known local mariolagoliet has returned to Taipei and is said to have discovered a secret breeding place. Otherwise crime in the district is normal.

An Australian market report states that "Butter is firm." Of course, this is the time when they have frigid air down under.

Referring to communists as "vermin," a Shanghai newspaper urges a "Ban on Reds." Not because they ran on beds?

Thus the *Daily Press*—"Mr. Spoons gave a striking demonstration of bodily strength by having a huge slab of granite, weighing between 700 cwt. and 800 cwt. placed across his chest." Our esteemed contemporary might have suggested that Mr. Spoons be employed to throw the rest of Morrison Hill into the sea.

It is suggested that motor bandits should have whitewash squirted at them. Why not go one better and size them up?

It were perhaps better if the Aviakhim Society of Moscow attempted a "reply to Chamberlain."

The worst of these triangular agreements in China is that they may not be all square.

A certain artist recently described English audiences as "lumps of suet." A little hard on them!

The "Banana Slide" is the name of the latest dance. What about a tomato thud!

A pair of calves were sold at the Royal Sydney Show for 2,000 guineas. We understand that this price did not include the stockings.

A London witness recently stated that the defendant "cursed like an Egyptian." Tut Tut!

A local lady who has been abroad for some time has returned with shingled hair. We thought she'd bob up again.

For taking a lady member of the choir out bathing, an English clergyman has been divorced by his wife. Suppose he couldn't put it past.

Silence may be golden, but when the "Boy" tries to explain the shrinkage in the whisky, it's often a sign of guilt.

Sir Alfred Mond appears to be in favour of British Imperial Tariff. Suppose somebody will parody an old song into "Tariff to-boom-to-day."

It is not true, that in order to further demonstrate his honesty of purpose, Tom Mann has made application to change his surname.

McWhirter says that if broadcast the sound of human faces becomes general, some folk will make a terrible noise.

Mosquitoes are said to be capable of flying a distance of from five to ten miles. A well-known Taipei resident however has expressed considerable doubt in the matter.

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EMERALD AT NANKING.

TRIBUTE TO OFFICERS AND CREW.

On Sunday at 11.30 a.m. an interesting ceremony took place on the quarter deck of H.M.S. Emerald at Shanghai when certain beautiful silver gifts were presented to the ship by members of the British community resident in Nanking at the time of the out-rages on March 24. About 15 of the Nanking residents were present on board headed by Mr. T. L. Macartney, General Manager of the International Export Company. Mr. Macartney made the presentations in a moving speech in which he dwelt upon the many kindnesses shown to Nanking residents by the officers and men of H.M.S. Emerald. Many of those present, he said, had spent several weeks on board the ship and they would never forget how their lives had been saved by H.M.S. Emerald, while the hospitality shown to them and the friendships which had been saved by H.M.S. Emerald, offset from their memories. He added that he regretted that not all the subscribers were able to be present that day.

A Model of the Drum Tower.

The gifts presented comprised a magnificent model in silver of the Drum Tower in Nanking subscribed for by certain of the British residents of Nanking, many of whom had stayed on board for some time. There was also a beautiful silver ball, presented by the International Export Co. to be known as the "Ho Chi Ball" to be competed for in any form of sport on March 24 of each year. The International Export Company also presented a pair of silver spirit lamps to the Ward Room Mess, a silver cigarette box to the Gun Room Mess and a set of silver menu stands to the Warrant Officers' Mess. There was also a handsome silver rose bowl presented by certain other Nanking residents to H.M.S. Emerald.

After the presentations Mr. Herbert Phillips, H. M. Consul-General officiating for Nanking referred to the great hospitality shown on board to members of the Consular Service during the past weeks since March 24 and stated how he regretted that Mr. Bertram Giles, the former Consul-General could not be present to express his own thanks to H.M.S. Emerald for everything that had been so nobly done by the ship to rescue and assist the British community.

Indissoluble Associations.

Captain Franklin of H.M.S. Emerald in reply said:—"I now want, if I can, to express on behalf of you all our very great appreciation not only of the gifts that these ladies and gentlemen have presented to us, but of the sentiment which has prompted them to do so. Nanking will always be connected with the Emerald and the Emerald has an everlasting bond with Nanking. On March 24 you made history. Whatever may be your feelings about that day it is certain that it is a day you will remember, think about and talk about all your lives. But think for a moment what that day meant to these ladies and gentlemen. Before March 24 they had been carrying on their life's work in Nanking and living in comfort with their families. Since that day they have had practically everything taken from them. Notwithstanding such an upheaval and through all their subsequent difficulties and troubles they have been good enough to remember the Emerald and to put on record, in the shape of these presents, their appreciation of what a British man-of-war was able to do for British men, women and children, when not only their property and belongings, but also their lives were in danger. As I was not there I am in a position to congratulate the officers and ship's company on the fact that the work that was done that day has gained the approval of all and the appreciation of many."

"Mr. Macartney, ladies and gentlemen, on behalf of the officers

EARLY MORNING THEFTS.

TWO BURGLARIES IN THE SAME NIGHT.

Two burglaries committed on the same night within a few hours of each other were mentioned at the Kowloon Magistracy yesterday afternoon when two Chinese were charged before Mr. V. Schofield with participation in a burglary at No. 372, Reclamation Street and with committing a larceny at No. 228, Tai Nam Street, both occurrences taking place between the hours of 11 p.m. on June 4 and 5 a.m. the following morning. The defendants were alternatively charged with receiving stolen property in respect of the two incidents. It was alleged on the first case that admittance was gained through forcing open the front door of No. 372, Reclamation Street, from where property to the value of \$40 was stolen. From Wai Nam Street, which house was entered by climbing over the verandah, property worth \$41.30 was taken.

The first defendant admitted the larceny from Tai Nam Street while the other charges were all denied.

At 6 a.m. on June 5, the first defendant was arrested attempting to pawn two articles of clothing. Other stolen property was recovered on his information.

The detention of the first defendant led to the arrest of the second man who also had part of the stolen property from both places in his possession.

The charges of burglary were dismissed against both defendants while the larceny count against the second man and the second receiving charge against the first defendant were also dropped.

The first defendant having two previous convictions was sentenced to five months' hard labour and the second to three months.

OBITUARY.

EDITOR OF THE CENTRAL CHINA POST.

Shanghai, June 10.

A cable has been received announcing the death at Huntly, Aberdeenshire, of Mr. John Archibald, former missionary and editor of the Central China Post. Mr. Archibald arrived in China in 1872 and lived in Hankow for 53 years. He was instrumental in opening the treaty port of Chang-sha and inaugurated the C. C. Post in 1909.—*Reuter*.

[Mr. John Archibald was born November 24, 1853. He was educated at the Aberdeen University. In 1878 he married Miss Elizabeth Allard. He was for 37 years in the service of the National Bible Society of Scotland and travelled extensively in the provinces of Hupeh, Hunan, Honan, Anhui and Kiangsi, visiting nearly all the cities and towns in their limits, and is said to have been the first foreigner to do so. He resigned from the Mission to establish the Central China Post.]

Victoria Woodhull Martin.

London, June 10.

The death is reported of Mrs. Victoria Woodhull Martin.—*Reuter*.

[Mrs. Martin was the mother of Miss Zula Maud Woodhull, the famous writer on scientific and sociological subjects.]

and ship's company of H.M.S. Emerald, I thank you most heartily for these tokens. We shall never forget you, and though the company of the Emerald will change as years go on these beautiful gifts will remain always in the ship as a bond between her and you. Now it only remains to say how much we hope that the day is not far distant when you will be able to return safely to your homes at Nanking."

DOCKYARD CLUB.

PRESENTATION TO MR. GILLINGHAM.

There was a large and enthusiastic gathering at the Dockyard Recreation Club last evening, when members met for the purpose of presenting to Mr. J. S. Gillingham, the retiring chairman, a mark of their esteem and to express their regret at his departure for Home to-day.

Mr. Gillingham, holding the post of Chief Constructor in the Naval Yard, has been identified with many social activities in the Colony, principal of these being in connexion with the Philharmonic Society, in the production of which he has appeared with conspicuous success, besides acting generally in an advisory capacity by reason of extended experience. He has also been prominent in the councils of the Mid-Levels Residents Association, but his professional interest has been allied with the Dockyard Recreation Club, of which he has held the chairmanship for the past three years.

Commodore Pearson, president of the Club presided at the meeting last evening and presenting Mr. Gillingham with three magnificent pieces of silverware, suitably engraved, eulogised the departing chairman and enlarged on the benefits he had conferred upon the Club by his unfailing attention to the details of its administration.

Mr. Gillingham replying, thanked those present for the magnificent gifts and expressed the opinion that he had not done all that he could, but he had felt somewhat diffident in trying to fill the shoes of Mr. Knott, his predecessor. What he had done, however, he had done cheerfully and with the best interests of the Club at heart. It appeared from the splendour of the gifts made, that he had partially succeeded in his efforts. He hoped that the Club would always continue to hold before them the essentials of good fellowship, good sportsmanship and good workmanship, for the Club was mainly instituted for the purpose of bringing together those who in the ordinary course of duty would not mix.

To help on the good feeling, he wished to donate a cup for competition amongst club members, which might be for the most spirited debaters or most capable snooker players. He left it to the Committee to decide.

Commodore Pearson accepted the cup on behalf of the Club and expressed the hope that it would be his pleasant duty as President, to present the cup on the first occasion of its winning, to some deserving member of the Club.

The health of Mr. Gillingham was then drunk to the strains of "For He's a Jolly Good Fellow" and the evening was given over to the enjoyment of an excellent vocal and instrumental entertainment provided by members of the Club.

LINDBERGH'S WELCOME.

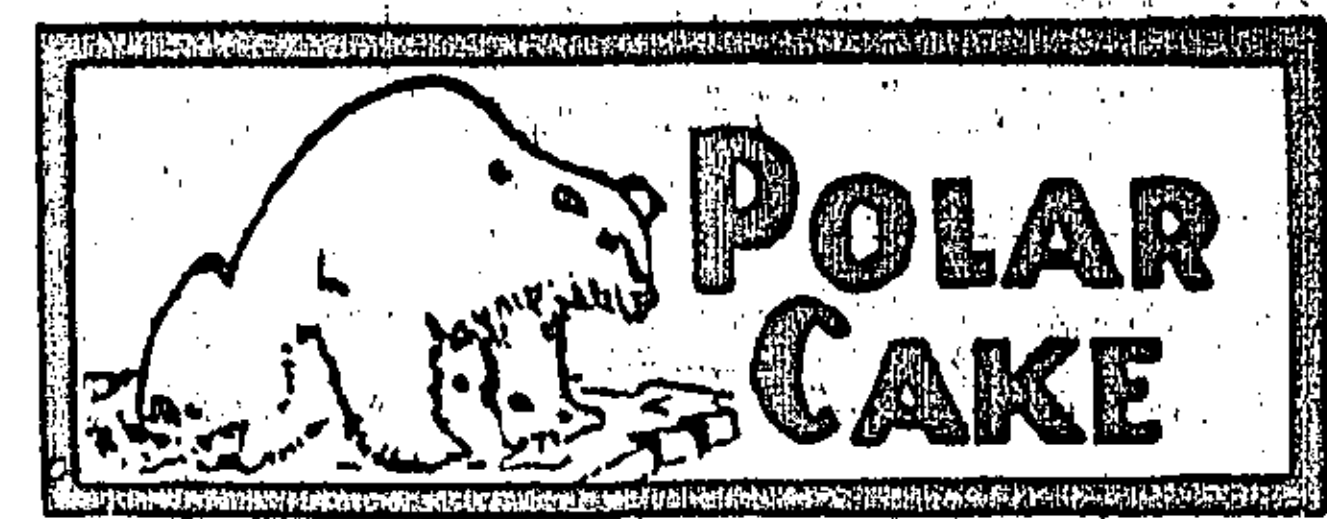
AIR MAIL'S HUGE CARGO OF PARCELS.

New York, June 10. The airmail to Washington ran in three sections to-day to carry 50,000 letters and parcels addressed to Lindbergh, supplementing the previous appalling accumulation wherein epic and amatory poems rub shoulders with Virginia hams, boxes of eggs, chocolates, neckties and socks, which require half a dozen secretaries to classify.

The reception officials are working all night long to regulate what probably is an unparalleled public welcome in American history. Schools, business houses and the stock exchange will close down.—*Reuter's American Service*.

YOUR SURETY OF PURITY

CHOCOLATE COATED ICE CREAM



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WESTERN DAILY PRODUCTS COMPANY

of

SEATTLE U.S.A.

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FORPRODIST COMPANY

China Building,
Hongkong.

Obtainable at:

THE ICE CREAM KIOSK

Queen's Theatre Building,
Hongkong.

THE ICE CREAM PAVILION

96, Nathan Road,
Kowloon.

AND FROM OUR BOYS IN THE STREETS.

IT'S QUALITY THAT COUNTS!!!!

If you require Provisions, Wine and Spirits, Snacks, Cigars, Cigarettes, Tobacco, smoking requisites, Books, Papers, and Toilet Articles etc., you expect to buy the best quality and of undoubted purity and freshness. We supply these at moderate prices to all who make their purchases, and in addition we guarantee a courteous and obliging service.

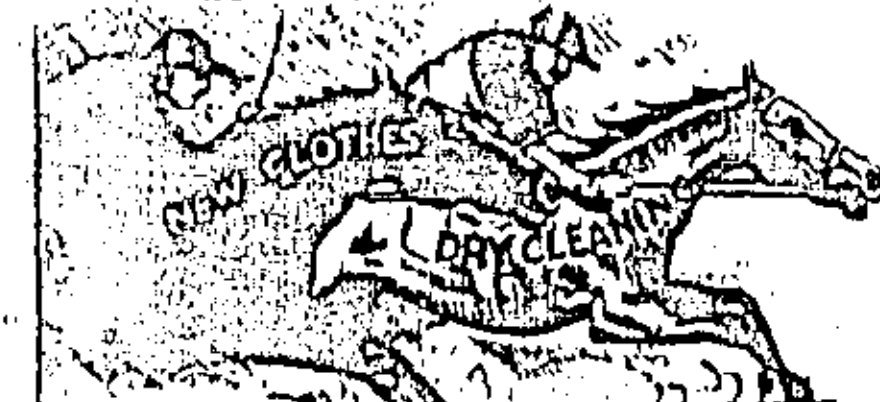
An inspection of our store is cordially invited—New stocks just arrived.

PASS BOOKS will be issued on application.

EMPRESS STORE

Telephone K. 155
Telephone K. 626

Vicente Allenz & Co.,
General Managers,
52 Nathan Road, Kowloon.



YOU'RE SURE TO BACK A WINNER

If you send your clothes to us for dry-cleaning or dyeing. We specialise in renovating and pressing garments.

TRY US JUST ONCE!

The International Dry-Cleaning and Dyeing Co.
10, Wyndham Street, Hongkong. 36, Nathan Road, Kowloon.

Business Hours:
Monday to Friday from 8 a.m. to 7 p.m.
Saturday from 8 a.m. to 5 p.m.
Sunday from 8 a.m. to 12 noon.

P. T. FARRELL

Consulting Engineer & Manufacturers' Representative.

Agencies for:

Bollinder's Crude Oil Engines Marine,
Stationary and Lighting.

"WYANDOTTE" Boiler Cleaner and Cleanser.
King's Building, Top Floor.

Telephone Central 442.2 Telegraphic Address "FARSEING"

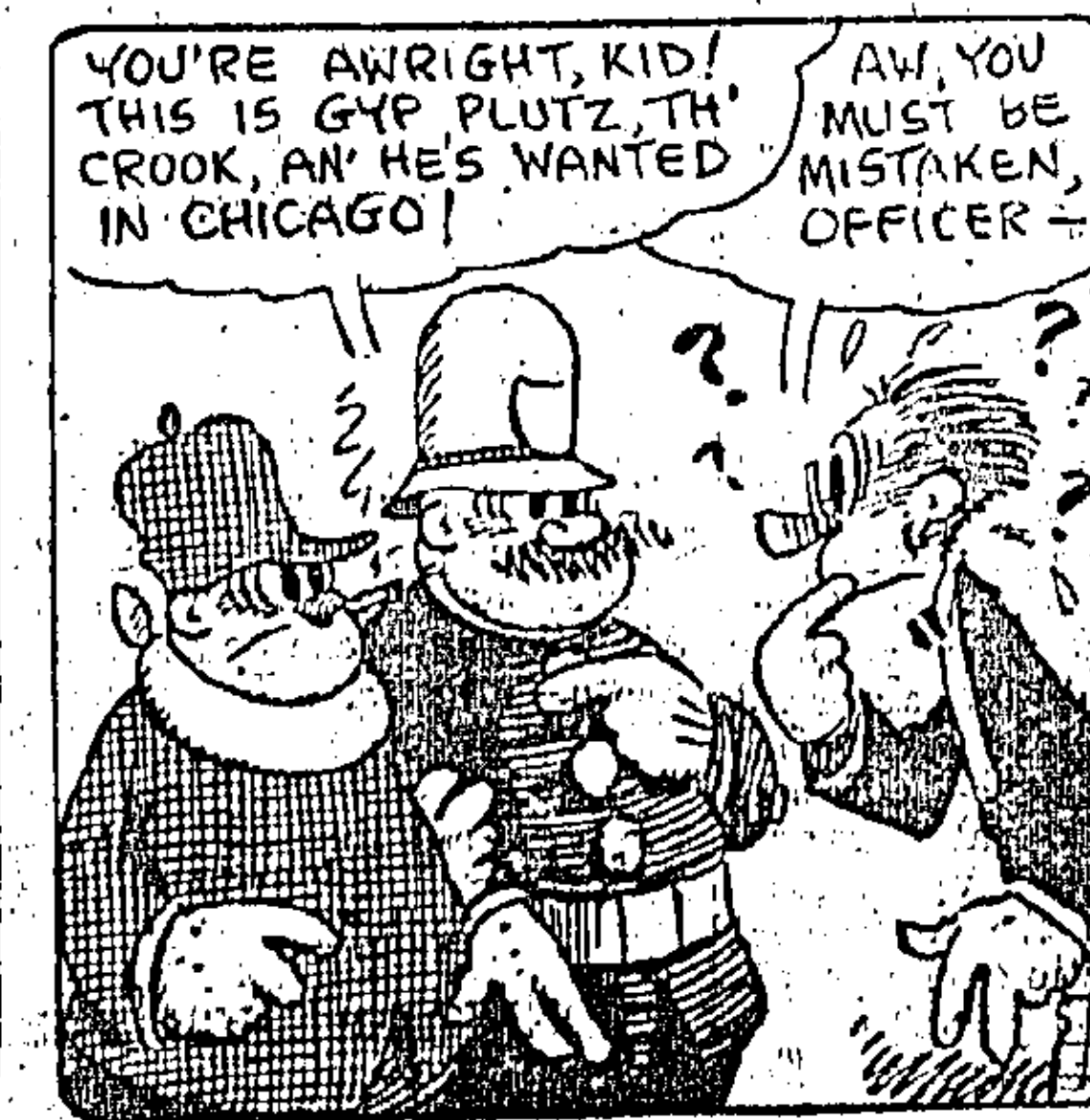
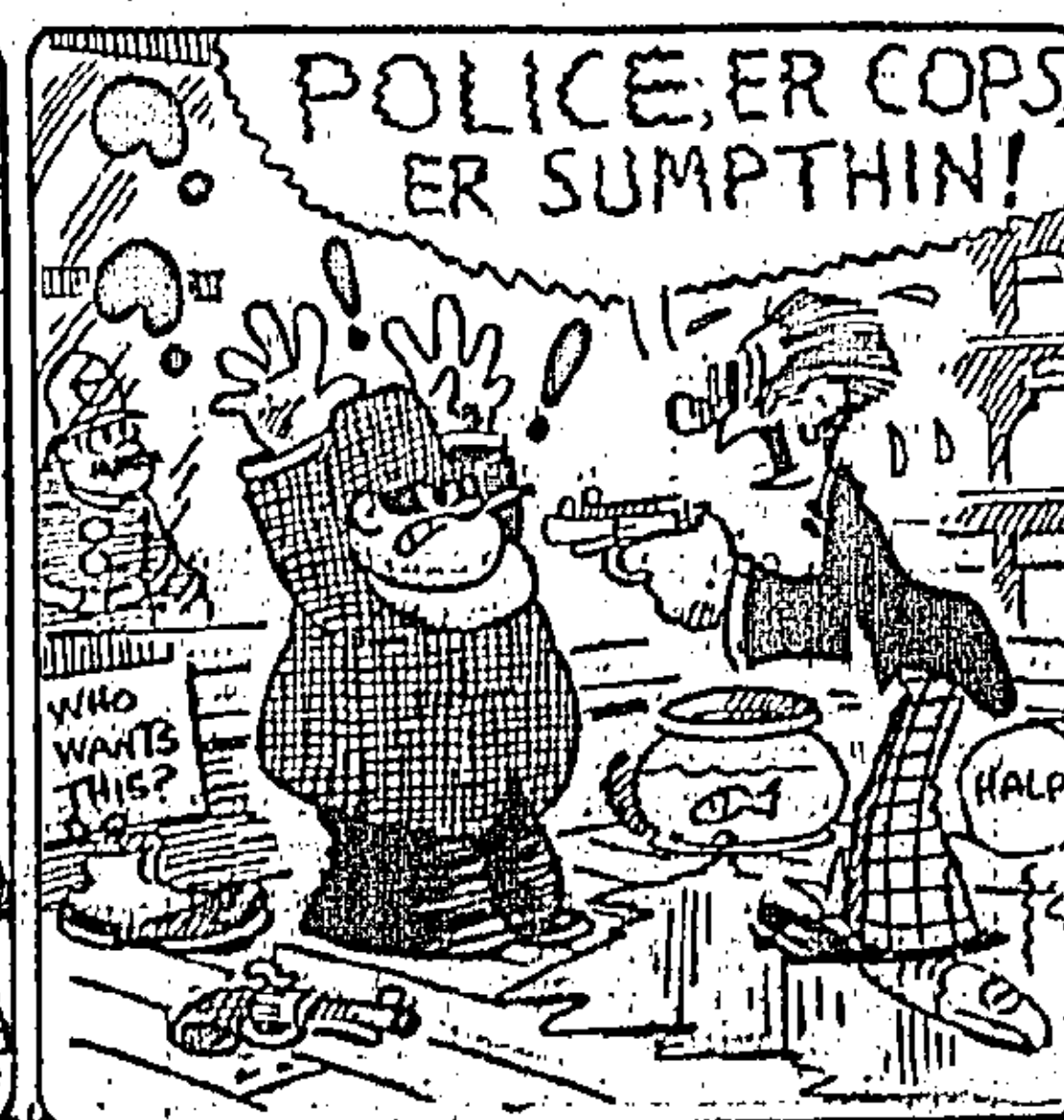
SALESMAN \$AM

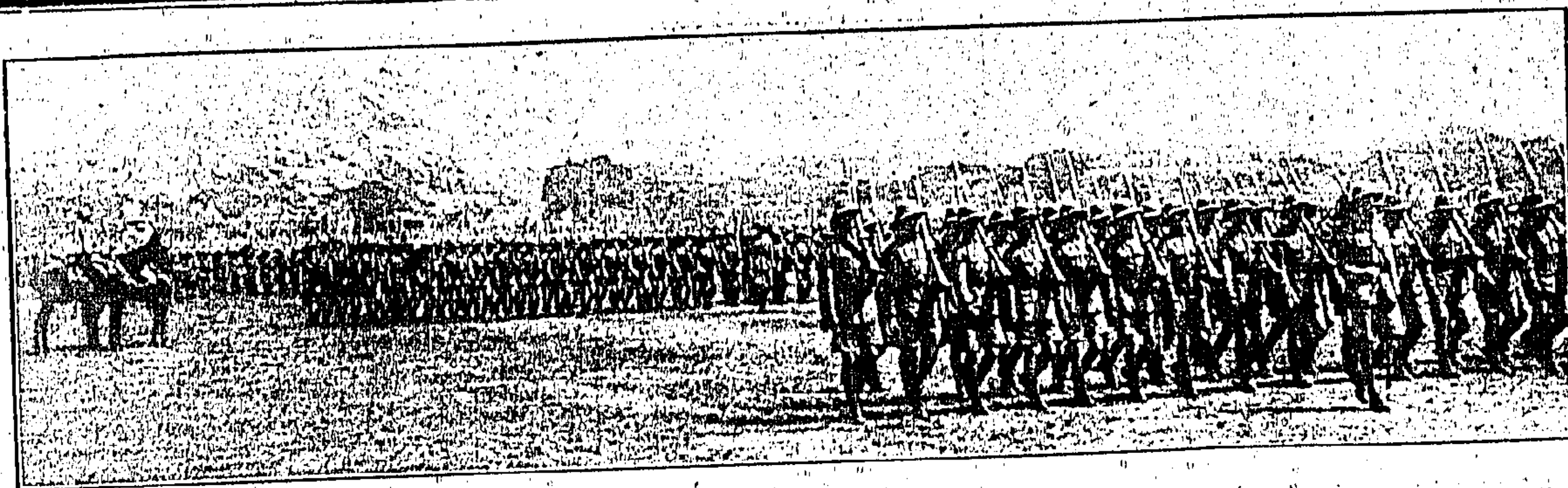
Doesn't Seem Possible

By Swan

Heat or cold —
they need
"SCOTT'S"

SCOTT'S Emulsion brings health and strength at all ages of life. Contented and happy are little ones who are nourished by SCOTT'S Emulsion.

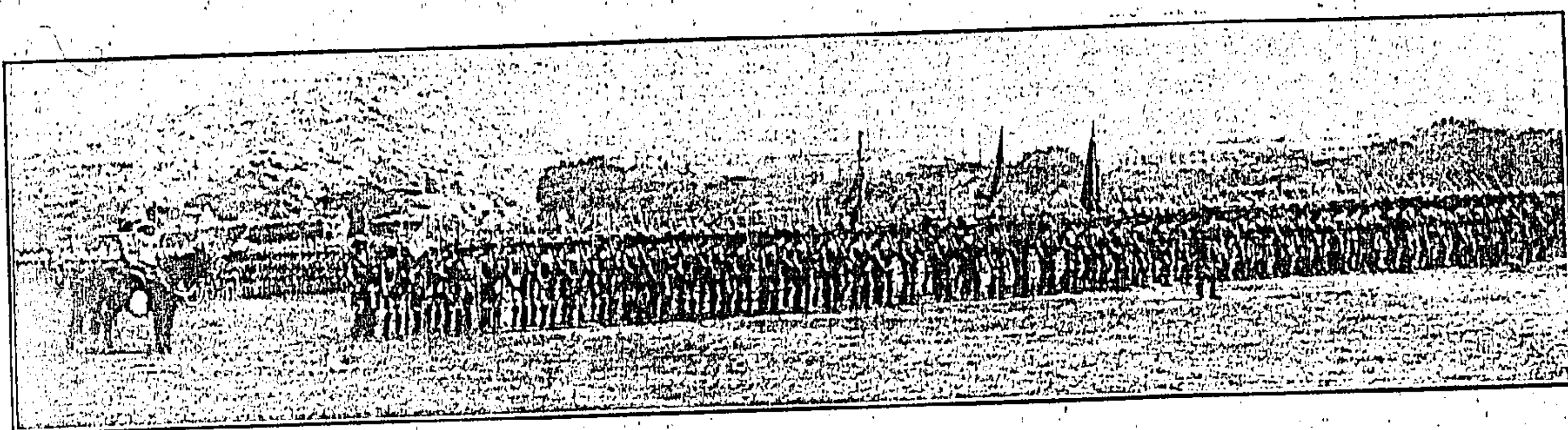




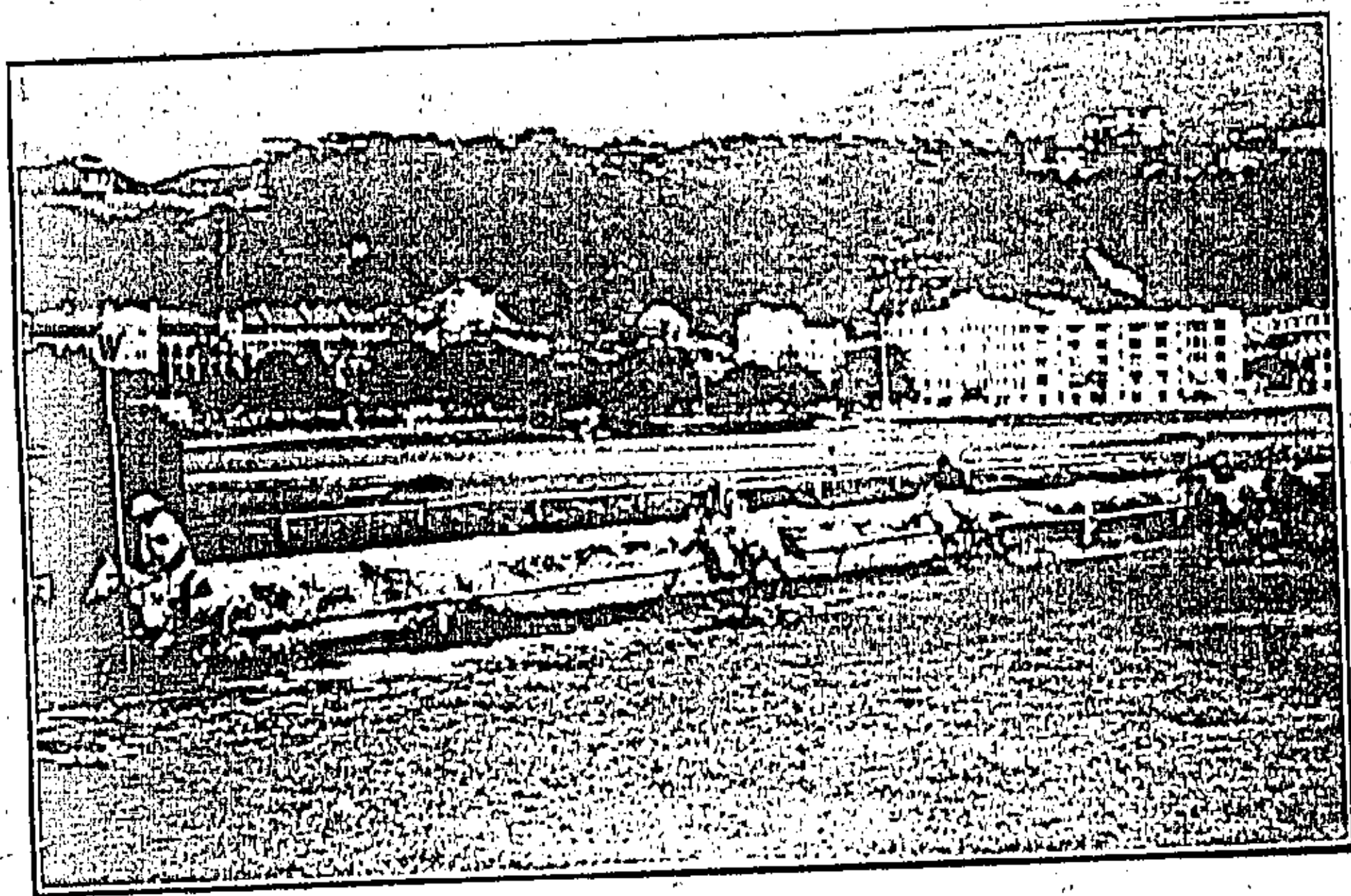
H. E. the Governor (at left) taking the salute as troops marched past at the King's Birthday Parade, held on Friday last at Happy Valley. (Photo: Mee Cheung).



At left.—Band marching past the saluting base at last Friday's big parade.
At right.—Naval detachment passing His Excellency the Governor.



A line straight line of British infantry, with colours flying, marching past His Excellency the Governor. (Photo: Mee Cheung).



Messrs. Tester and Abraham's "Bing Boy" winning the Green Island Handicap at last week-end's races. (Photo: Mee Cheung).



Mr. Harold Seth, Hongkong's veteran rider, who rode Messrs. Tester and Abraham's "Bing Boy" to victory. (Photo: Mee Cheung).



At left:—Group taken on the occasion of Mr. A. C. Franklin's reception at Cheung Chau held on the King's Birthday.
At right:—Mr. A. C. Franklin (Host) and Mr. L. N. Whyte. Seated:—the four Cheung (hau Kaifong), Mr. Lau Yue Ming, Mr. Fung Hing Wo, Mr. Lo Ip and Mr. Loh Tung Yue.



An impressive array of British warships (dressed ship) photographed in Hongkong harbour on the morning of June 3rd. (Photo: Mee Cheung).

SOCKS

For Summer Wear



Plain mercerised lisle thread in a variety of plain colours \$1.25 per pair.

Super quality silk in plain colours or check and stripe designs. [\$2.75, \$3.00 per pair.

Fancy mixtures of silk and cotton or silk and wool in new patterns. from \$2.50 per pair.

SUMMER WEIGHT GOLF HOSE in cotton and silk mixtures.

MACKINTOSH

& Co., Ltd.

MEN'S WEAR SPECIALISTS

Alexandra Building.

Des Voeux Road

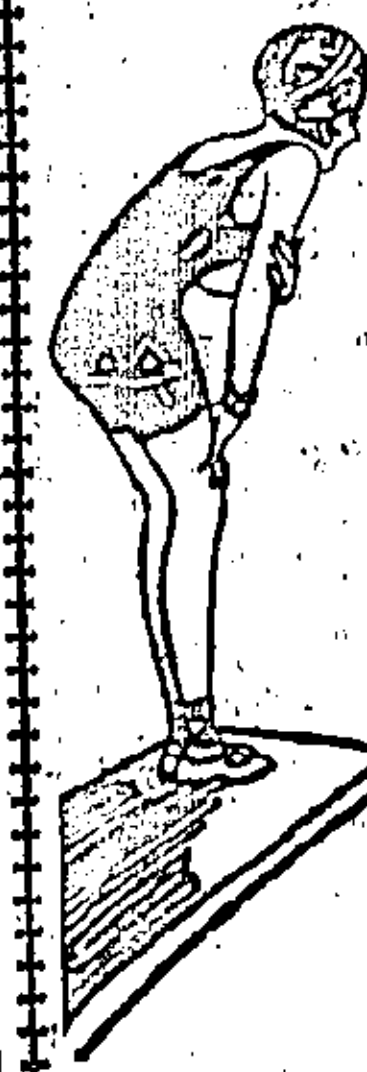
The perfect
Manila Cigar



sold by:

YOURS TRULY
Tobacco Store

22, Des Voeux Road, C. (Phone: C. 1856.)



THE SEASON'S

Bathing Caps and Shoes have arrived.

An early purchase is advisable.

Latest Styles, Moderate Prices

THE COLONIAL DISPENSARY
14, Queen's Road, Central Tel.

KING'S BIRTHDAY CELEBRATIONS.

OVER FIFTY EXCELLENT PHOTOGRAPHS
INCLUDING PANORAMIC VIEW.
NOW ON SALE

MEE CHEUNG.

Studio, Ice House St.

Branch 7, Beaconsfield Arcade,

WHITEAWAYS

THE
"OSOKLEEN"
MOPS & POLISH

THE
"OSOKLEEN"
MOPS

POLISH

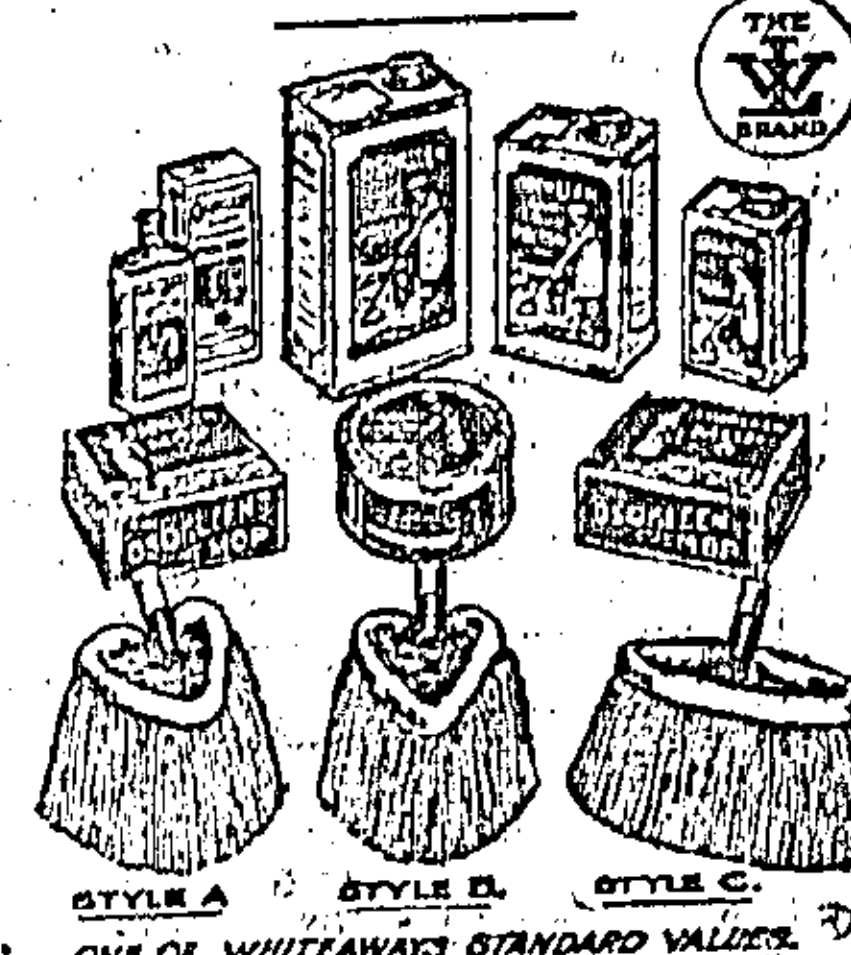
Specially made for and obtainable only from us

MOPS

\$2.50 & \$3.25

POLISH

12 oz., qt., 1/2 gal., 1 gal.
75 cts. \$2.50 \$3.75 \$6.00



IT PAYS TO BUY THE LARGER SIZE.

FIRST FLOOR SHOWROOMS

WHITEAWAY, LAIDLAW & COMPANY, LIMITED.
HONGKONG.

A Profitable
Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in

The
Hongkong Telegraph.

and secure the co-operation of its readers in buying your goods.

Prepaid
Advertisements

25 WORDS FOR \$1.00
(\$1.50 if not prepaid)

The following replies are awaiting collection:—

1392, 1342, 1397, 1441, 1444,
1456, 1462, 1453, 1512, 1516,
5, 26, 32, 38, 72, 80, 88,
101, 102, 161, 168, 174, 191,
194, 208, 216.

BOARD RESIDENCE.

FAMILY HOTEL.—Victoria Gardens. Quiet apartments and suites of rooms. Full board from \$95, \$110, \$130 monthly. Large commodious rooms, also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.357.

FOR SALE.

FOR SALE.—Large Ceiling Fan 3 Speed, \$80. Cost \$100, only used on summer (1925) owner left Colony. Apply Box No. 224, care of "Hongkong Telegraph."

PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 82, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor, New Hongkong Bank Building, Apply Sang Kee, same building.

TO LET.—Spacious offices in No. 11, Queen's Road Central. Apply, Comptroller Dept., David Sassoon & Co., Ltd.

TO LET.—FLATS on the Shamen with all modern conveniences. Apply E. R. Mogra, 25, British Concession, Shamen.

TO LET.—From 1st June, furnished flat at Mount Keltel, No. 196, The Peak. Apply Property Office, Jardine, Matheson & Co., Ltd.

TO LET.—At Fanling, a 4-roomed house with garden & garage. Moderate Rent. Apply Kwong Sang Hong Ltd., 250, Des Voeux Road Central.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

FLATS also ROOMS, single, double, furnished or unfurnished, mid-level or Kowloon, excellent locations. Partial service, if required. Small Investors. Tel. C.4630.

TO LET.—European Flat, 29A, Kennedy Road, 4 rooms 2 bathrooms servants quarters. Apply Telephone C.647, or Thornhill Aerated Water Factory, 164, Praya East.

TO LET.—SHIPPING OFFICES in Connaught Road Central, Nos. 18, 19 & 20, Ground Floors; Nos. 16, 17 & 18, First Floor; No. 15, Second Floor. Please apply S. K. Trust Ltd., 29, Connaught Road, Central.

TO LET.—Furnished flat on Peak to let: two bedrooms with bathrooms, two reception rooms and enclosed Verandah. Modern Sanitation. Immediate Possession. Apply Box No. 207, care of "Hongkong Telegraph."

NEW ADVERTISEMENTS.

Lane, Crawford's Restaurant

By Kind Permission of
Capt. Eliot R. N.

THE CAMEO ORCHESTRA
will play Orchestral

and

Dance Selections

During and After Dinner

on

Saturday June 11th.

Usual Restaurant Charges.

Diners will have Opportunities
for Dancing.

LOST



On the 28th of the 4th Moon, a child named LAU WA YUN, 6 years of age, was lost at 3 p.m. Will anyone having information as to his whereabouts kindly communicate with Mr. To, Yin Ting Restaurant, Lin Tong Street, Kowloon.

HONGKONG JOCKEY CLUB.

SUBSCRIPTION GRIFFINS.
The list of Subscribers will be closed on Thursday, 16th June, 1927, at 5 p.m.

By Order,

C. B. BROWN,
Secretary.

HONGKONG JOCKEY CLUB.

Draft Programmes and Entry Forms for the Fifth Extra Race Meeting to be held on Saturday, 25th June, 1927, (weather permitting) may be obtained at the Race Course, Hongkong Club and Causeway Bay Stables.
Entries will close at 1 p.m. on Thursday, 16th June, 1927.

BASEBALL.

OPENING GAME OF THE
LEAGUE.

At the Happy Valley Diamond.
SATURDAY, 11th June.

HONGKONG BASEBALL CLUB

vs.

JAPANESE BASEBALL CLUB.

SUNDAY, 12th June.

THE FILIPINO CLUB

vs.

DRAGONS (S.C.A.A.)

Games start at 4.00 p.m.

Admission to Stand:

Covered: 50 cents
Uncovered: 20 cents
Soldiers & Sailors in
Uniform & Children: 20 cents
Ladies by Courtesy.

PACKING

We carry out every description of packing goods for overseas transport. Terms reasonable.

KIMOTO & CO.

42, Wellington Street.
Tels. C.609 and 3237.

NOTICE.

NOTICE is hereby given that Mr. Archibald Ritchie, Chartered Accountant, our senior assistant in Hongkong for some years past, has from this date been authorised to sign the firm in all matters pertaining to our Hongkong Office.

LOWE, BINGHAM AND
MATTHEWS,
Chartered Accountants,
Hongkong.

THE CHINA LIGHT AND
POWER CO. (1918), LTD.

With reference to the Notice to Shareholders of the above Company dated 16th February, 1927, whereby the Final Call of \$3.00 per share on the New Shares was made payable on 30th June, 1927, instead of 1st March, 1927, the Directors of the Company have decided, in view of the conditions prevailing at present, to further extend the time for payment of the Call.

Notice is accordingly hereby given that the date for payment of the Final Call is postponed to 30th November, 1927, and that the Form of Bankers' Receipt already sent to Shareholders can be used as though the date named therein were the 30th November, 1927.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 10th June, 1927.

CHURCH NOTICES.

St. John's Cathedral, Hongkong June 12th, 1927. Trinity Sunday, Holy Communion, 8 a.m. Matins, 11 a.m. Preacher: Rev. W. R. Cannell. Evensong, 6 p.m. Preacher: Rev. H. Copley Moyle. Social Gathering in the Cathedral Hall after Evensong. Music and Light Refreshments. Service Men Specially Welcome.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject: "God the Preserver of Man." Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address, open: Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room.

Wesleyan Methodist Church, Queen's Road East, Wanchai (near Royal Naval Hospital). Sunday, June 12th Morning Service at 10.15 o'clock. Preacher: Rev. H. S. F. Rossiter; Evening Service at 6 o'clock. Preacher: Rev. J. C. Knight Anstey. Subject: "Those Who Really Get There" (Holy Communion after Evening Service). Meetings at the Sailors' and Soldiers' Home, Arsenal Street: Sunday, June 12th, 3 p.m. Bible Class conducted by Mr. A. J. May; 8.15 p.m. Chaplain's Hour. Thursday, June 16th 8 p.m. Fellowship Meeting. Saturday, June 18th, at 8 p.m. Prayer Meeting.

St. John's Cathedral, Hongkong. 12th June, 1927, Trinity Sunday. Holy Communion (8 a.m.). Matins (11 a.m.). Hymn 100; Responses: Psalm: 29; Te Deum: 282, 283, 284; Benediction: 78; Hymns: 534, 36 (tune 215); N.B.—Psalm 29, verses 1, 2, 5, 9 in unison. Hymn: 160, 4, 36, 2, 5. Evensong (6 p.m.). Hymn: 292; Responses: Psalm: 99; Magnificat: 69; Nunc Dimittite: 110; Hymns: 163, 169, 298. N.B.—Psalm 99, verses 1, 2, 5, 9 in unison. Hymn: 298, 2, 4.

Established 1912.

THE
ROYAL
SHOE STORE.

Ladies' Dancing and
Walking Shoes.
also Lizard Skin Shoes



MADE TO ORDER

Expert Fit and Good

Workmanship.

No. 1, D'Aguiar Street,
Opposite Yee Sang Fat Co.
Telephone Central 3237.

LAMMERT'S
AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on WEDNESDAY,
the 15th June, 1927,
at 11 a.m.

At Godown, No. 7, Lower, The Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon.

41 Bales Glazed White Printing Paper.

(Various Sizes, 36/77 lbs. per ream.)

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION

The Undersigned have received instructions to sell by Public Auction,

on THURSDAY,
the 16th June, 1927,
commencing at 10.30 a.m.

at No. 58A, Nathan Road,
Kowloon.

A Quantity of

Valuable Household Furniture.

Comprising:—

Teak Hatstand, Chesterfield Couch and Chairs, Teak Dining Table, Teak Sideboard, Leather-covered Chairs, Teak Glass Cabinet, Teak and Blackwood Teapots, Teak Bedstead, Teak Wardrobe, Teak Dressing Table, Chest of Drawers, Oscillating Table Fans, Pictures, Carpet, Crockery, Silverware, Glassware, Teak Ice Chest, etc., etc., etc.

also

One Piano by Grottrian Steinweg.

Catalogues will be issued.

On View from Wednesday, the 15th June, 1927.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

CHINA AUCTION
ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

NO WOMAN CAN AFFORD

to let her system become poisoned through intestinal inactivity, because to do so means loss not only of good health but of good looks. To restore daily regularity, and thus banish the chief cause of sick headaches, biliousness,

Pinkettes

unpleasant breath and pimply, blotched skin Pinkettes are perfection. As gently as nature these dainty little laxatives set matters right. Of your chemist, or post free, 60 cents per vial, from Dr. Williams' Medicine Co., 60, Kiang-se Road, Shanghai.

PINKETTES KEEP YOU WELL.

CONSIGNEE NOTICE

From NEW YORK.

The Steamship,

"CITY OF TOKIO"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence Delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 17th June, 1927, will be subject to Rent.

All Claims against the Steamer on or before 24th June, 1927, or they will not be recognized. All broken, chafed and Damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and noon, within the Free Storage period of One Week. No Fire Insurance has been effected. Bills of Lading will be countersigned by,

THE BANK LINE LIMITED,
General Agents,
Hongkong, June 11, 1927.

BLUE STAR LINE.

NEW CLYDE-BUILT SHIP.

Reference to the progress of the Blue Star Line during the past ten years was made last month at a luncheon on board the new 14,000-ton liner Avelona, built by Messrs. John Brown & Co., Clydebank, along with the Avila, in the course of speed trials in the Clyde. The new vessel is one of five built by the Blue Star Company—two at Clydebank and three at Birkenhead—for the purpose of instituting a new first-class passenger and cargo service between London and South America.

Sir Thomas Bell, managing director of Messrs. Brown, presided, and among those present were Lord Vestey, chairman of the Blue Star Line, and Lady Vestey.

In proposing success to the Avelona, Sir Thomas Bell said as regards that day's speed trials they had been exceedingly satisfactory, a mean speed of 17.14 miles having been obtained over the measured mile, a very full knot above the contract conditions. He referred to a statement published which dealt with the very onerous nature of the Blue Star Line venture, and the competition the Company would have to encounter from the splendid vessels run by France, Germany, Spain, and Italy, but indicated that the South American trade seemed to have limitless possibilities of expansion in the future. That was stated last autumn, and they all knew that the Blue Star venture was now a successful and accomplished fact. They were now a full-fledged passenger line, whose vessels had established a great reputation with the travelling public of South America, and this country. He spoke of the comfortable accommodation for the passengers, and mentioned that the Avelona was one of the latest and best equipped refrigerated cargo vessels. Every appliance that science could devise having been fitted to ensure her cargo of 4000 tons of chilled meat arriving in good condition.

Mr. Leonard Dewey, manager of the Blue Star Company, in acknowledgment, said that at the present the aggregate tonnage of the Blue Star fleet was in the neighbourhood of 225,000 tons, which placed them among the leading shipowners of the world. Ten years ago their tonnage represented 50,000 or 60,000 tons. That spoke very highly for the enterprise of Lord Vestey and Sir Edmund Vestey in carrying on their frozen and chilled meat trade, and they all hoped that the same success would attend them in their first-class passenger venture.

HONGKONG TIDE TABLE.

From 13th to 18th June, 1927.					
HIGH WATER.			LOW WATER.		
Day of Month.	Standard Time.	Height.	Day of Month.	Standard Time.	Height.
Mon. 13	7.37	6.4	Mon. 13	1.27	2.6
Tues. 14	8.41	6.8	Tues. 14	2.29	1.6
Wed. 15	9.40	7.2	Wed. 15	3.27	1.6
Thurs. 16	10.35	7.6	Thurs. 16	4.24	0.6
Fri. 17	11.28	8.0	Fri. 17	5.19	0.4
Satur. 18	12.18	8.4	Satur. 18	6.12	0.3
Sun. 19	13.05	8.8	Sun. 19	7.03	0.3

THE
MORRISON
(THE SIGN OF QUALITY).
PIANOSTANDS ALONE
FOR PLEASURE,
PLAYING, AND
EDUCATING

and will fulfill these requirements because it is built for those purposes. Guaranteed for TEN YEARS.

Let us show you at

TSANG FOOK PIANO CO.

8, Des Voeux Road Central

(Entrance Ico House Street.)

Telephone C. 4648.

POST OFFICE NOTICE

RADIO NOTICES.

Radio Telegraph Services are now in operation between Hongkong and the following places:—French Indo-China, province of Yunnan, Canton, Swatow, Kowloon, Macau, Kwongchow, Fort Bayard, Wuchow, and Hoihow. Rates and further particulars on application to the Radio Counter, 1st Floor, G. P. O. Building.

During the interruption of the Hongkong-Macau cable service the Macau Radio Station will remain open for the exchange of telegrams with Hongkong from 8 a.m. to 10 p.m. The Hongkong Station is always open and messages are accepted at any time throughout the 24 hours.

NOTICE.

The parcels post service to Russia in Asia via Japan is temporarily suspended.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

Outable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Letters and postcards only for the United Kingdom and Europe will be forwarded via Siberia if so superscribed.

Parcels post service between Hongkong and Ports of the Yangtze West of Hankow is temporarily suspended.

INWARD MAILS.

From	Per	Due
Shanghai	Suiyang	June 11.
U.S.A., Canada, Japan and Shanghai	Pres. Taft	June 12.
Shanghai and Europe via Siberia	Oldcock	June 12.
Manila	President Jackson	June 13.
Shanghai	Chenan	June 13.
Straits and parcel mail from London		
5th May	Kalyan	June 15.
Australia and Manila	Aki Maru	June 16.
Suez and Straits	Pyrrhus	June 19.
Manila	Emp. of Russia	June 20.
Japan and Shanghai	Angers	June 21.
Suez and Straits	Patroclus	June 22.
Straits	Helenus	June 23.

OUTWARD MAILS.

For	Per	Date.
Straits, Ceylon, India, Mauritius, E. and S. Africa	Sado Maru	Sat., June 11, 12.30 p.m.
Sandakan	Mausang	Sat., June 11, 1.30 p.m.
Shanghai	Szechuen	Sat., June 11, 2.30 p.m.
Shanghai and Wuchow	Kochow	Sat., June 11, 4.30 p.m.
Straits and Calcutta	Talamba	Sat., June 11, 5 p.m.
Shanghai and Europe via Siberia	Machon	Sat., June 11, 5 p.m.
Swatow and Bangkok	Kwanlung	Sun., June 12, 5.30 a.m.
Swatow, Amoy and Formosa	Kailo Maru	Sun., June 12, 9 a.m.
Shanghai	Nanchang	Sun., June 12, 9 a.m.
Shanghai, Japan, Honolulu, *San Francisco and Europe via Siberia	Tenyo Maru	Mon., June 13, Registration . . . 9.45 a.m. Letters . . . 10.30 a.m. (Due San Francisco 8th July.)
*Shanghai and *Japan	Hakusan Maru	Mon., June 13, 10 a.m.
Swatow	Kanehow	Mon., June 13, 12.30 p.m.
Manila	Pres. Taft	Mon., June 13, 4.30 p.m.
Amoy	Namsang	Mon., June 13, 5 p.m.
Bangkok	Kweiyang	Mon., June 13, 5 p.m.
Swatow, Amoy and Foochow	Haihong	Tues., June 14, Noon.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt, and Europe via Marseilles	Diomed	Tues., June 14, K.P.O. Registration . . . 1 p.m. Letters . . . 1 p.m. G.P.O. Registration . . . 1.45 p.m. Letters . . . 2.30 p.m. (Due Marseilles 15th July.)
Swatow and Weihaiwei	Kueichow	Tues., June 14, 2.30 p.m.
Manila	Cheunchow	Tues., June 14, 3.45 p.m.
Shanghai, Japan, Canada, U.S.A., C. & S. America, *Europe via Victoria, B.C., and Europe via Siberia	President Jackson	Tues., June 14, Parcels . . . 5 p.m. Registration . . . 8 p.m. Letters . . . 8.45 p.m. (Due Victoria, B.C. 4th July.)
Swatow	Fooshing	Tues., June 14, 5 p.m.
Straits and Calcutta	Kumsang	Wed., June 15, Noon. Letters . . . 1 p.m. (Due Marseilles 18th July.)
Manila	Cheunchow	Wed., June 15, 3.45 p.m.
Hoihow, Pakhoi and Haiphong	Tean	Thurs., June 16, 10.30 a.m.
Swatow	Chenan	Thurs., June 16, 10.30 a.m.
Java via Batavia	Tjisara	Thurs., June 16, 11.30 a.m.
Japan	Aki Maru	Fri., June 17, 9.30 a.m.
Swatow Amoy and Foochow	Haihong	Fri., June 17, noon.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles	Suwa Maru	Sat., June 18, Registration . . . 8.45 a.m. Letters . . . 9.30 a.m. (Due Marseilles 18th July.)
Manila, Australia and New Zealand via Thursday Island	Changto	Sat., June 19, Parcels . . . 17th 5 p.m. Registration . . . 9.45 a.m. Letters . . . 10.30 a.m. (Due Thursday Island 29th June.)
Saigon, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles	Angers	Tues., June 21, Registration . . . 1.45 p.m. Letters . . . 2.30 p.m. (Due Marseilles 22nd July.)
Manila, Australia and New Zealand via Thursday Island	Tango Maru	Wed., June 22, Registration . . . 8.45 a.m. Letters . . . 9.30 a.m. (Due Thursday Island 4th July.)
Shanghai, Japan and Europe via Siberia	Kitanu Maru	Tues., June 23, 10.30 a.m. *Correspondence bearing vessel's name only.

WATER LEVELS.

Victoria, B.C., and Europe via Siberia	President Jackson	Tues., June 14	Parcels	8 p.m.
			Registration	4.45 p.m.
			Letters	5 p.m.
			(Due Victoria, B. C. 4th July.)	
Swatow	Fooshing	Tues., June 14, 5 p.m.		
Straits and Calcutta	Kumsang	Wed., June 15	Parcels	Neon
			Letters	1 p.m.
Macao	Cheunchow	Wed., June 15, 3.45 p.m.		
Hoihow, Pakhoi and Haiphong	Teau	Thurs., June 16, 10.30 a.m.		
Swatow	Chenan	Thurs., June 16, 10.30 a.m.		
Java via Batavia	Tjisara	Thurs., June 16, 11.30 a.m.		
Japan	Aki Maru	Fri. June 17, 9.30 a.m.		
Swatow Amoy and Foochow	Haiching	Fri. June 17, noon		
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles	Suwa Maru	Sat., June 18	Registration	8.45 a.m.
			Letters	9.30 a.m.
			(Due Marseilles 18th July.)	
Manila, Australia and New Zealand via Thursday Island	Parcels	17th 5 p.m.		
	Change	Sat., June 19	Registration	9.45 a.m.
			Letters	10.30 a.m.
			(Due Thursday Island 29th June.)	
Saigon, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles	Angers	Tues., June 21	Registration	1.45 p.m.
			Letters	2.30 p.m.
			(Due Marseilles 22nd July.)	
Manila, Australia and New Zealand via Thursday Island	Tango Maru	Wed., June 22	Registration	8.45 a.m.
			Letters	9.30 a.m.
			(Due Thursday Island 4th July.)	
Shanghai, Japan and Europe via Siberia	Kitano Maru	Tues., June 23, 10.30 a.m.		

*Correspondence bearing vessel's name only.

WATER LEVELS.

REPORT FROM BOARD OF CONSERVANCY WORKS OF KWANGTUNG. WATER-LEVELS IN ENGLISH FEET.

Place of Observation.	Highest W.L.	Lowest W.L.	W. L.	W. L.
	on record	on record	9/6	10/6
West River at Shiuhing	+ 41'0	0'	+ 12.5	rising
North River at Tsingyuen	+ 23'7	0'	+ 11.2	+ 11
North River at Shmslui	+ 27'3	— 5'	+ 7.6	+ 8
Enst River at Shklung	+ 15'2	— 3'	+ 8.6	+ 9

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TREASURES FOR ZOO.

RARE ZAMBEZI SPECIMENS.

Beira.—The fifth consignment of animals collected for the London Zoo by Mr. Cott, which is also the third and largest from the Zambezi, is now at Beira, to be shipped in the Glengorm Castle in a few days' time. There are over 350 live specimens. One of the most curious is the wading bird, or "stilt," 14in. high, of which 11in. is leg. The bird is black and white, with a long bill, and its remarkable legs, which are more like a stick insect than the legs of a bird, are red. Mr. Cott, who is now in Beira with the collection, also has a chameleon, 14in. long, which, he says, is the largest he has ever seen.

Among other interesting lizards are some monitors, the largest of which is 4ft. long, and a beautiful small lizard with longitudinal yellow stripes on a black ground which merge at the root of his tail into a bright sky blue. This is a most interesting novelty. The collection has been largely made to stock the new Reptile House, which is now approaching completion, and includes over 100 geckos, skinks, giant monitors, and other lizards. There are two species of cobra, six puff-adders, a green mamba, and about 25 other small snakes, many of them poisonous. Mr. Cott's only invertebrate specimens are 22 large millipedes, the biggest being 9in. long.

Tiger-Cats.

Among the mammals are two tiger-cat kittens at present being mothered by a large black cat. There is a fine young koodoo, two young bushbucks, five duikers, a young warthog, two young porcupines, some forest rats, a baboon, and some monkeys. The birds include a sparrow and Egyptian geese, knob-billed duck, a rare red-billed pintail duck, white-faced and whistling tree-ducks, an ibis, a large grey heron, some egrets, two beautiful and rare jet-black moorhens with bright green beaks and red legs and eyes, and many other fine specimens, including a Batleur eagle and a black and white fish-eagle, as well as a few gorgeous parakeets.

Mr. Cott lost many of his snakes, as red ants ate them alive, seven being thus killed in one night. He also found that the box with three of his puff-adders, which had been carried on the heads of native porters, had been so eaten by white ants that the wood was only as thick as paper and could be penetrated by the finger. All the crates had to be hand-made from native timber, and difficulties of transport were considerable.

Mr. Cott is now assisted by Mr. Blore, who is keeper of storks at the London Zoo, and will travel home with the present consignment. All these animals come from near the junction of the Shire and the Zambezi, and Mr. Cott intends to search the forest in the Zambezi Delta for snakes and

MAN'S INTELLIGENCE.

AN UNSOLVED MYSTERY.

The evidence that man is evolved from a common ancestor with the anthropoid ape is complete.

In these words Professor Sir Arthur Keith, conservator of the Royal College of Surgeons and one of the world's greatest anthropologists, recently summed up the present position of science regarding Darwin's theory of man's descent. In a special statement to a *Daily Mail* reporter he said that the knowledge of man had increased tenfold since Darwin first made known his startling discoveries. This autumn, when the British Association meets at Leeds, Sir Arthur Keith will give his presidential address on "Darwin's Theory of Man's Descent as it stands today." Before the gathering of the greatest British scientists he will sum up the evidence. He stated yesterday:

My conclusion will be wholly in support of Darwin, and I shall go into greater detail. We are writing the history of man in a new way; Darwin's book was the beginning.

Contrasts.

We cannot yet say why the human stock has budded into the intelligent being that man is to-day, or why the poor anthropoid ape should have remained so low down the scale. Neither do we know everything about the beginning of life or its end. That is not our duty. At present one can only speculate about the beginning and the end of life.

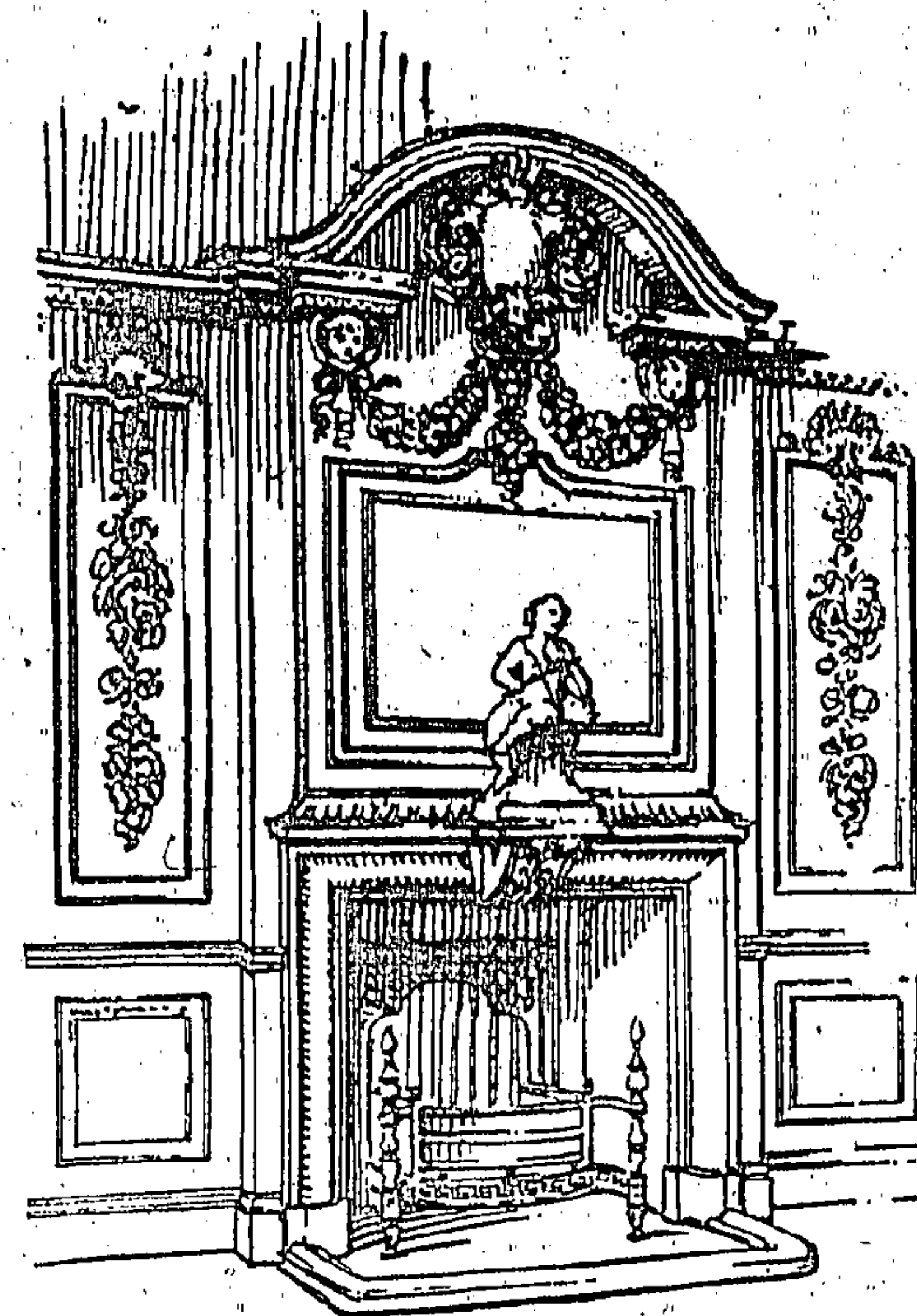
Scientists all over the world are working at this great task of compiling man's history. Professor Nuttall has shown us that the chimpanzee's blood and that of other anthropoid apes gives exactly the same reactions, as human blood. This happens with the blood of no other animal. We know, too, that certain human diseases will also attack the anthropoid. Our work for the most part is in terms of thousands of years. Here is a tibia (leg bone) which has just come from Ipswich and is 10,000 years old.

"Educated people," added Sir Arthur, "are prepared to believe in evolution. In the United States, however, there is a large section of the population unacquainted with what has happened, and that section refuses to believe in the theory of man's descent."

"In England that is not so. We are better educated here; and in the Church the theory has a good following."

tree-frogs, after which he is going to Lake Chilwa (Shirwa), Zomba, and perhaps to Angoniland for duck. He has many excellent photographs of small animals in their natural habit and voluminous illustrated notebooks. He captured a specimen of the very rare scaled ant-eater, called Pangolin, but the creature died, as it could not be fed properly, and declined eggs.

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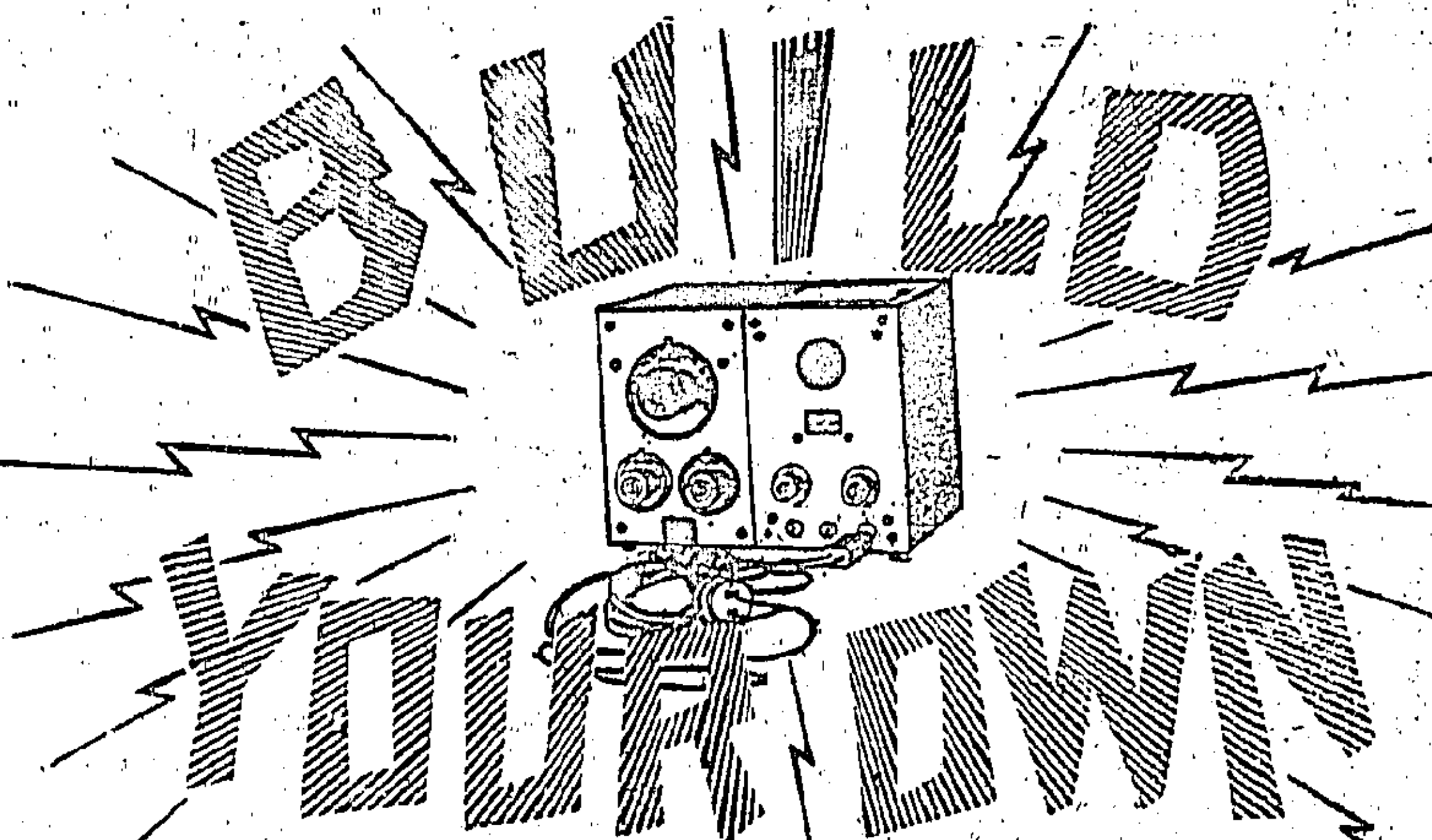
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Nothing more unintentionally funny has ever been written than an article in the Soviet Government's official newspaper about the sudden change-over of General Chiang Kai-shek. "We pretended," it says, "to make common cause with him. . . . We were preparing for the inevitable clash and were mobilising the masses against him, but he dealt us a treacherous blow before we were ready." "Treacherous" is really magnificent. Even Communists have to laugh.

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SEALED BOX X-RAYED

CONTENTS REVEALED IN PHOTOGRAPHS.

Joanna Southcott's box, which has been sealed and clamped since 1814, was X-rayed before a gathering of psychic experts in London last month.

The X-ray photograph, which was developed immediately, revealed a heterogeneous mass of articles lying in the box which included a tightly-rolled scroll of manuscript, a bead bag, an old horse-pistol, coins, rings, articles which looked like children's tops, and a dark mass in the corner, which resembled nothing so much as a rabbit's skull.

The box was placed underneath the X-ray apparatus. A crackle was heard as the current was started, and in five minutes the negative was held up to the light for everyone present to crowd round and see.

The undoubted presence in the box of a horse-pistol is curious in view of the fact that one or two of the mediums who endeavoured to "sense" the contents spoke of having received "signs of war."

Mr. Harry Price, director of the National Laboratory of Psychical Research, who made the photographs, said it was quite possible there were other articles in the box not shown in the X-ray photograph. Papers, he said, might be affected by the passage of time and not come out in the photograph.

A new and piquant situation arose at the third X-ray test. The negative was very much clearer than the previous ones, and a series of wires leading to the trigger of the pistol, which is lying across the bottom of the box, could be seen distinctly. The question arises: Did Joanna Southcott, when she sealed the box over a hundred years ago, conceive the idea of leaving a trap for the unwary so that the pistol would fire directly any one removed it from the box?

Of course, for the type of pistol which can be seen, the primitive hampowder, wad, and ball will have lost the potency with the years, but it is possible that this was Joanna's original intention.

At the last X-ray test, which was taken with the box tilted on end, a small pair of scissors was revealed.

"Sensing" the Secrets.

Six or seven mediums sat in succession in a seance room at the National Laboratory of Psychical Research, London, trying to sense what was inside the box.

Joanna said that the box was only to be opened in a time of national stress, and in the presence of the full bench of Bishops. The last owner of the box, who left for the Argentine a week ago, sent it to Mr. Harry Price, director of the laboratory.

The box is to be opened publicly in a few weeks time, probably at the Albert Hall, London, in the presence of a number of Bishops who are sufficiently curious to attend.

For nearly four hours (says a *Daily Express* correspondent) I sat in the seance room of the laboratory while mediums tried to solve the mystery. Either Mr. Price or Miss Lucy Kay, the secretary, was always a third member of the party.

Among the experimenters was Dr. Arthur Lynch, a former M.P., who said he was "the most sceptical man in the country." He has tested at times, however, his unusual powers of what are known to psychical students as "psychometry."

"Another Box Inside."

Dr. Lynch sat still, touching the box for a few minutes, and then said: "I should think it contains vestments, some symbols, one manuscript of doctrine, and some directions to the faithful. Probably there is another box inside it which contains the most secret sacred directions of all."

"BAGS" IN SACRED PICTURE.

GIRL'S PAINTING ON CHURCH WALL.

A modernist painting on the wall of All Hallows' Church, East India Docks, E., is arousing keen discussion among the congregation. The painting, which is not yet completed, covers about 50ft. of the side wall and is about 8ft. in height.

The artist is a girl, Miss Evelyn Dodgson, who started the work two years ago. The scene will represent Christ addressing the multitudes on the shores of the Lake of Galilee.

A figure which has provoked much comment is that of a young man in wide Oxford trousers, and what appears to be a brown coat. A second figure, also wearing Oxford "bags," is holding a horse.

The women are dressed in long loose garments, not of the conventional Bible picture type, but not easily classified as belonging to any particular period. The central figure of Jesus has not yet been drawn.

No doubt the artist has reverted to the idea of medieval painters, who often introduced into their pictures of Biblical subjects persons attired in the costumes of their period.

Rev. C. J. Horsley-Smith, the vicar, said to a press reporter: Miss Dodgson gave us a talk on the picture. She told us that the scenery was taken from a loch she knew in Scotland, and that Jesus would be represented in conventional dress. The picture was started before I arrived at this parish. The artist has done no work on it yet this year.

The Bishop of London granted the faculty for the painting.

Mrs. Florence Kingstone, who practices public clairvoyance, held the box, and then said—

"I see a small cross in stone about three inches long. I see a roll of parchment with writing sloping to the left, not English. I am looking at a small pile of papers: more modern, the outstanding one is blue. There is a lot of writing inside the box, all to do with wars, a lot of problems about strife and trouble. I am feeling very much as if the chief contents will be considered of no value by the people most wanted to take notice."

When the box was sealed, said Mrs. Kingstone, three people stood over it.

I believe the names are inside. I see the name Gerald, she said. Some of the prophecies have been verified, some are rubbish and no use at all. There is chiefly writing in stone—sacred symbols.

Mrs. Lawes, an amateur medium, only received "a feeling of tremendous warmth and deadness."

"Makes Me Feel Hot."

Mr. A. Vout Peters, another clairvoyant, said: "I feel the thing was sealed up, and the things written when Joanna was under great agitation. It makes me feel hot. I am receiving three things in the box, three documents. I think one is in the form of a book. There are three different kinds of writing—a long piece of augural poetry intermixed with prose."

I receive curious drawings, crudely made angels. You will find some of the papers destroyed, or torn.

Inside the box there is a lining, probably of velvet. I am receiving the word "Jehovah," and the year 1912. The record inside is about octavo size. Some of the writing and drawings are either in blue or red.

Mrs. Stahl Wright, who went into a trance, was not definite. She said that too many people had handled the box, so that its "auras" were mixed up.

None of the statements made by the media seemed to be contradictory. Many of the same points were stressed by more than one. Whether they were right is still a mystery.

LAND OF "NO ONE KNOWS"

WHY ALBANIA'S BUDGET DIES.

Tirana (Albania).—The political position of Albania is still dangerous because of the want and misery of the North, which presents a greased plane, so to speak, for insurrection instead of opposing to it the unscalable fortress of popular contentment. But in its own order, and also since in great part it is now responsible for the continuance of the political situation, the financial condition of the country is as dangerous too.

To cope with the threat of revolt, the men of the Dibra clan have been called up, not as soldiers but as a species of recognised freebooters. Their task is to occupy points or districts considered endangered and then repel any enemy advance or rising. To date the cost of these gentry has been round about 240,000 gold francs, or over 29,000, to this poor country. The Albanian budget has died again, in consequence. Despite the fact that the country has doubled and by now perhaps more than doubled its exportations in six years, the Albanian budget is always dying. It is a sort of anti-climax, with nine deaths.

In view of the expenditure on Dibrani and kindred outgoings, when the British inspector of general revenue demanded credits for establishing a school where 2,500 men and an equivalent number of officers might obtain the training they need to make the State secure, the sum offered him was 4,000 gold francs—£160!

Palatable Posts.

Needless to say, most of the Dibrani are not where they are supposed to be, defending their country on the bleak slopes of Mount Tarabosh or in other dull but military positions. They are in Scutari, feasting on carp from the lake, and in other palatable posts. The celebrated zone-commander, Fyfri Dino, quite a young fellow, by the way, has a bodyguard of them. It is computed by foreign observers that bodyguards for Fyfri Dino cost the State nothing under £3,000 a year, and probably well over.

Fyfri Dino's special inner, most personal, bodyguard is composed entirely of sergeants, eight, as it were, in the first line.

It is not to be assumed, of course, that the money paid out for the Dibrani goes into their "ornamental purses." Sen Alezi, their headman, draws, it is assumed, for so many men £3 a head a month. But how many of them win prizes in the great pay-competition which follows is another question.

One result of the inner financial position has had an effect upon the European political situation which would be comic were it not grave in possible result. Reservists, stretching over a period of three years, have been summoned back to the Colours. They are to hold the frontier posts in the place of gendarmes. But why replace by unwilling peasants who have forgotten what military lore they ever knew the gendarmes who are only too anxious to stay on? Because there is no money to pay the gendarmes, and the Army does not receive pay.

For this reason 1,500 gendarmes, with four months' arrears of salary for the most part, are being dismissed. The reservists will fill their places when in Heaven's good time they have been rounded up. The discharged gendarmes will increase the discontentment area. And on the diplomatic cinema-screen the calling-up of the reservists has figured as a warlike move of Albania's!

The result of a ballot among French gourmets to decide who should be given the title of Prince of Gourmets was published in mail week, the poet and dramatic critic, M. Curnonsky, being chosen. M. Curnonsky has written a great deal about the finer points of French cooking and is recognised as one of the leading authorities on wines.

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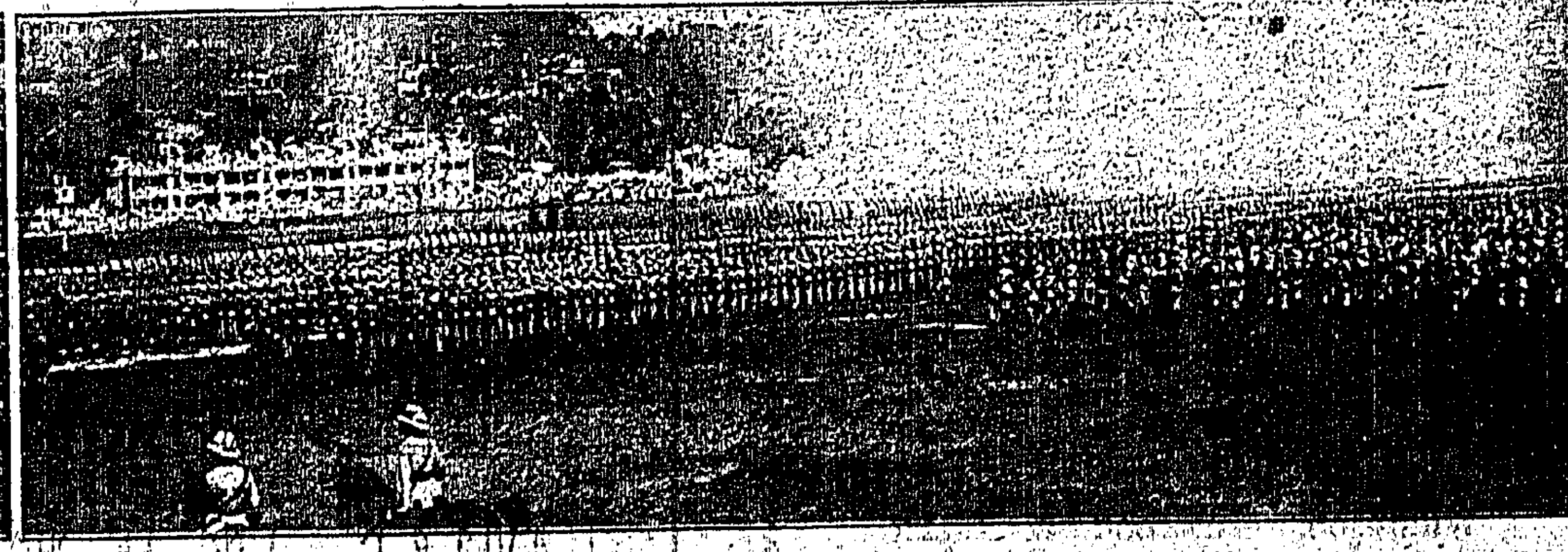
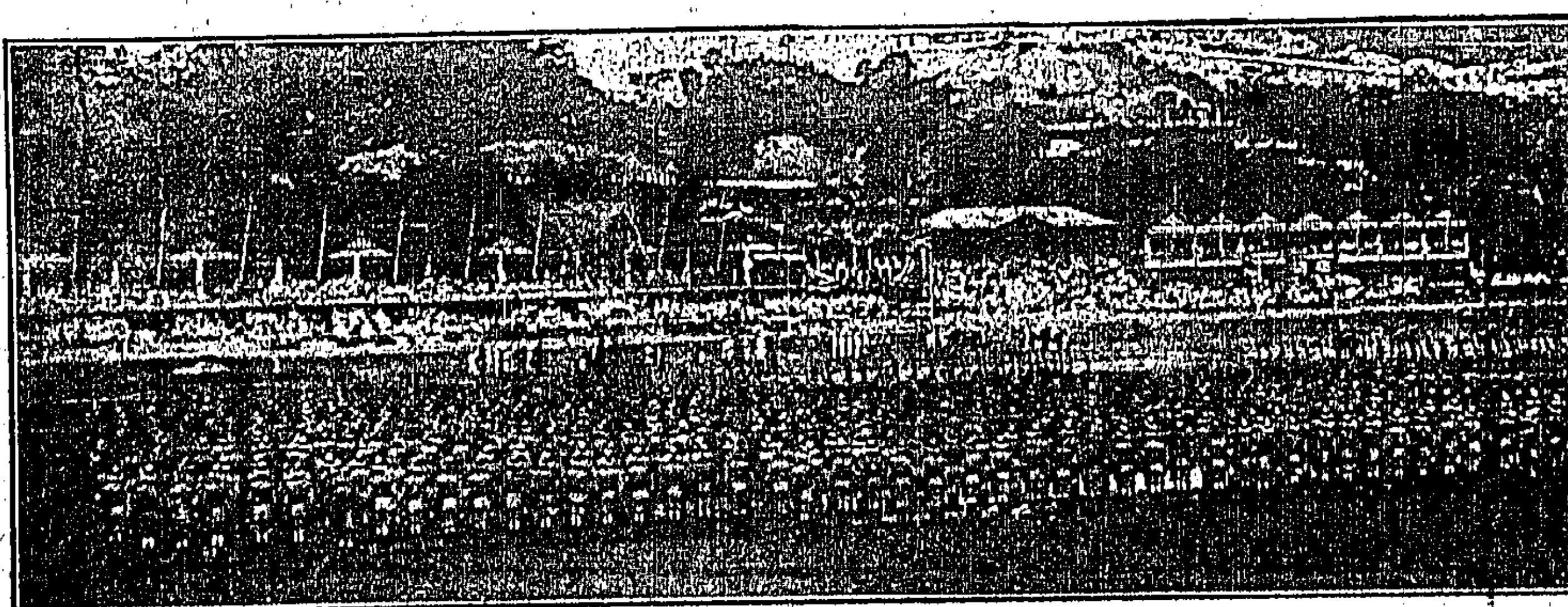
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Four German film actors were expected to arrive in London to take part in the interior scenes of the Coronel and Falkland Islands battle film, in which Admiral von Spee and his officers will be represented. The part of Admiral von Spee will be taken by Herr Stock, well known in German theatrical and film circles. The captain of the Gneisenau will be represented by an ex-officer of the German Navy and the petty officer in the film was a gunnery instructor during the war. Special attention is to be given to German naval routine and etiquette.

Panoramic View of Spectacular Parade on King's Birthday.



The above picture was taken at Happy Valley on Friday last during the impressive parade in celebration of the birthday of His Majesty the King. The picture was taken at the moment the Royal Salute was being fired, and it will be noticed that the front ranks of infantrymen are in the act of firing the feu de joie. The smoke from the naval guns blots out the extreme right of the line.

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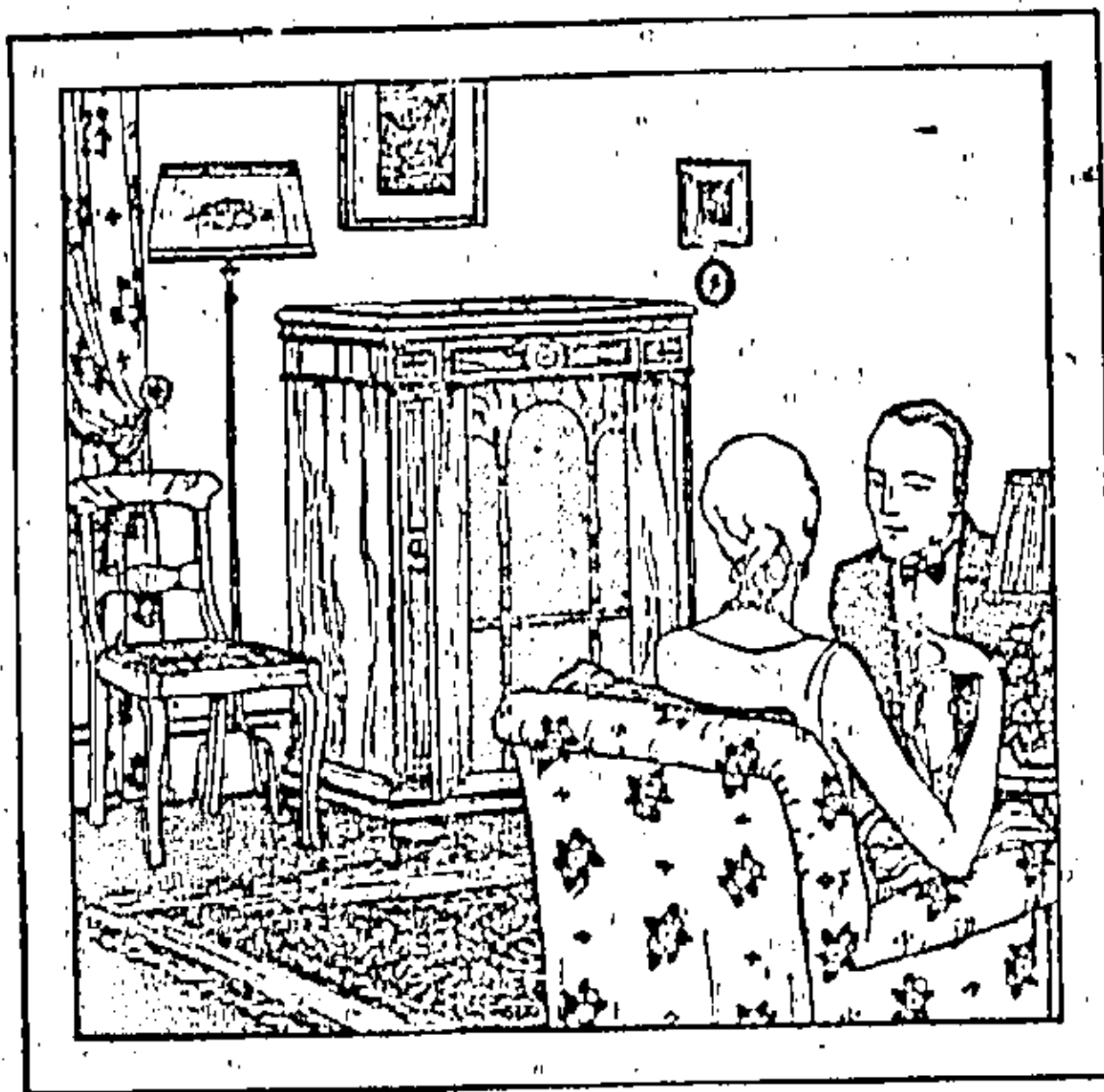
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SATURDAY, JUNE 11, 1927.

LABOUR AT HOME.

It is gratifying to note from the latest newspapers to arrive from Home that the number of unemployed in Britain has been steadily on the decrease and that with the coming of the warmer weather when outside work could be proceeded with there was a marked diminution of those in receipt of unemployment benefit. There have been indications that Britain is slowly but surely recovering from the tremendous set-back received last year, and there will be a unanimous hope that the Trades Union Bill now going through the House of Commons will not result in a disruption of the quiet work of reconstruction. In mail week, there was published the annual report of the Ministry of Labour for 1926, and while it contained no startling disclosures there was much miscellaneous information on subjects of far-reaching importance. The fluidity of labour, sadly impaired by the industrial strife of last year, is not yet restored even to its pre-war position; and in the opinion of the Ministry, one of the most urgent of immediate problems is to tackle this "frozen" labour and unfreeze it. It is realised that employment exchanges must be made "as efficient as possible." The Ministry is evidently making every effort to ensure that the Exchanges shall discharge the function for which they were intended not less adequately than they now discharge their responsible (but adventitious) function of paying out Unemployment benefit. But they have had a discouraging year. The number of vacancies dealt with (about one million) is well below the level of the two previous years.

In respect of the Ministry's other activities, little that is new is recorded. The Industrial Court issued during the year 107 decisions; the Ministry settled twenty-four cases under the Conciliation Act; sixty-seven employers were prosecuted under the Trade Boards Acts for attempting to cheat their employees. All these things would have astonished our grandfathers, though, very properly, they do not astonish us. Perhaps the most interesting new development is the training scheme for young unemployed men. This, in official parlance, "has achieved a large measure of success," and evidently there is something in it. Non-residential centres have been opened at Birmingham and Wallasey, where "handyman" training in the use of various tools and materials is provided; and residential centres at Claydon, and Brun-

don in Suffolk where similar training is especially adapted to the requirements of our own countryside and of the Dominions. Young unmarried men desirous to emigrate are accepted for these residential courses. At present some 750 men are in training at Birmingham and Wallasey, and 350 (of whom 250 propose subsequently to emigrate) at the residential centres. It was ascertained, in November of last year, that 989 men out of 1396 who had passed through the centres had obtained some sort of employment. There seems a *prima facie* case for the extension of these experiments, subject to certain safeguards. The co-operation of employers' and workers' organizations should, if possible, be obtained, and attention should be specially directed to training for those industries which can point to an expanding market for their products.

Chameleons.

There was more than a little interest in the statement, published by us yesterday, and taken from the vernacular press, that leaders—the original Chinese version said notorious leaders—of the pirate and bandit gangs on the mainland, having had to flee from the Cantonese troops sent against them, have now emigrated to Hongkong and to British Malaya to seek an honest living. The picture called up is one of essentially Gilbertian allusion, yet peculiarly appropriate to this part of the world. One can discuss its various perspectives or aspects, what one will, to much length. It suffices to note the easy change in the life of the Chinese freebooter. A fisherman one day, and a pirate the next; a soldier, a robber, a toiling labourer, a brigand, according to his inclinations or opportunities, or against his inclinations but under pressure of circumstances. Social reformers may think of the "reformed" bandit, now maybe drawing a rich life in the Colony, with feelings of satisfaction. But those in touch with the criminal classes here know better, and regard such accessions to the population with mixed feelings. That many who find the mainland too hot for them come here, or go to the Straits Settlements, to seek new pastures, not necessarily dishonest, is well known. That they form the main element in the crime sheets of the lands of their adoption is also a definite fact. Gang robbers, murderers, footpads, many of them have learned the cruder elements of crime in their home territory or are coming under British administration. Yet they continue to come in. It is, of course, hard to put a check on them, and so long as they live honestly here, no-one will interfere with them. The difficulty is to know how many of these ex-pirates intend always to remain honest. But at least they get, under the regime of the "Imperialism" that is so much slandered in their own country, a chance to turn over a new leaf, and become good citizens.

DANGER YEAR OF MARRIAGE.

DIVORCE CASES POINT TO TWELFTH.

Has marriage a danger point? Analysis of divorce cases heard last month suggests to a London journal that it has. It shows: About 60 per cent. of the marriages concerned were childless. The average age of the parties involved was 35. More marital crashes occur round about the twelfth than any other year. Commenting on this review, a leading K.C. told a reporter that his wide experience of Divorce Court work encouraged him to agree that most marriages that failed were childless. "With the other facts I would not agree, however," he said. "In the first place statistics must be unreliable, as we are dealing with the failure of so many of the hasty marriages of the war and immediately afterwards. Then again the new Act giving equal divorce rights to women tends to make the cases before the courts not typical of the normal. Speaking without help from such statistics, I would say the danger year in marriage is round about the seventh. It is certainly earlier than the twelfth."

It is officially announced that the firm of Sir John Jackson, Ltd., London, has been awarded the contract for the construction of the Nag Hamadi barrage on the Nile, 40 miles north-west of Luxor. This firm put in the lowest tender for the work, £2,027,800.

DAY BY DAY.

TO OVERCOME EVIL WITH GOOD IS GOOD; TO RESIST EVIL WITH EVIL IS EVIL.—Mohammed.

The P. and O. s.s. Mirzapore is due here from Japan on Tuesday afternoon.

It is notified that the Chief Justice has ordered that the next Criminal Sessions shall be held on Monday, June 20th.

Mr. H. W. Looker, M.P., and Mrs. Looker and Miss June Looker have arrived at 10, John-street, Mayfair, London, for the season.

Recent appointments by the Secretary of State for the Colonies include Miss M. D. Horne, nursing sister for Hongkong.

It is advertised that Mr. A. Ritchie is authorised to sign for Messrs. Lowe, Bingham and Matthews, in all matters pertaining to their Hongkong office.

The China Light and Power Co. (1918), Ltd., advertise that the date for payment of the final call of \$3.00 per share is again postponed from June 30 to November 30, 1927.

Whilst tampering with the electric wires of a fan in the kitchen of No. 242, Des Voeux Road, a Chinese, aged eighteen, was electrocuted. His body has been removed to the Public Mortuary.

Tenders are being called for the filling in and surfacing of two areas for the parking of cars at Un Lok, New Territories, together with any necessary work in connexion therewith.

The Hospital Comforts Committee begs to acknowledge with thanks the receipt of \$1,000, as a donation to the Red Cross Hospital Comforts Fund, from "An Anonymous Britisher."

For stealing a brass tap belong to the Tai Tak Contractors, of Quarry Bay, who have a shed inside the Tai Koo Sugar Refinery, a Chinese was sentenced by Mr. R. E. Lindell to three weeks' hard labour, this morning.

A Chinese, aged 58, a visitor to the Colony, died suddenly in Connaught Road, Central, whilst walking with a friend. The incident occurred near the Harbour Office. His body was removed to the Public Mortuary.

A recent collector employed by a wealthy Chinese living at No. 62, Bonham Road, absconded on June 8. His employer has since received a letter from the fugitive stating that the total amount of rent which he had taken with him was only \$200.

Public motor car No. 418 was discovered by a policeman to be in the harbour just outside Wing Wo Street, at 6.30 p.m. yesterday. It is reported that the driver was backing the car and it went over the Praya wall. Fortunately the driver managed to jump clear before the machine toppled over.

A storekeeper of the Tung Tai Engineering Works, at Whitefield, was arrested and charged before Mr. R. E. Lindell this morning with manufacturing *Po Pu* tickets and also for possession of same. He was fined \$100 or in default two months' hard labour, on the first charge, and \$20, or fourteen days, on the second.

The health bulletin of Eastern Ports for last week, issued by the Principal Civil Medical Officer of Health, contains the following cases: Plague, Colombo 3, Rangoon and Bombay 2 each, and Alexandria 1; Cholera, Calcutta 35, Haiphong 37, Negapatam 6, Karachi and Bangkok 3 each, Saigon 2, and Tourane 1; Smallpox, Calcutta 38, Bombay 31, Rangoon 23, Karachi 11 and Madras 2.

The representatives of the Colonies, Protectorates, and Mandated Territories now in London for the Colonial Office Conference were the guests of the Government at dinner on May 10 at Lancaster House, St. James's. Mr. L. S. Amery, Secretary for the Dominions and Colonies, presided over the company, which included Mr. H. Marriott (Straits Settlements), Dr. R. O. Winstedt (Malaya States) and Mr. S.B.B. McDermott (Hongkong). After dinner Mr. and Mrs. Amery held a reception at which the company numbered over seven hundred. Besides those named above there were also among those present Sir Ernest and Lady Birch, Sir Stanley and Lady Bois, Sir Frederick and Lady Lugard, Sir George and Lady Maxwell, Sir Matthew Nathan, Sir Frank and Lady Swettenham, Mr. and Mrs. Hon. Mrs. Archer, Sir Travers and Lady Clarke, and Lady Pig-

TRAVELS IN SPAIN.

A Memory of Old Castile.

"Burned up like brick in an oven," he said to himself. And again, "No water." The train dragged up into the mountains and coiled there like a short black serpent through the pines and through the gorges. There were then baked stations—ankle deep in platform, with hard bells to them, and goats and chickens and old earthy women holding red flags.

The sky was plated with heat, the sun blazed like a bugle. Every few minutes the train stopped at a station, the engine fell silent like halted oxen, so that he and I could feel the flaming air of the pines, feel the heat of the rocks and the earth, and hear the twitter of dust up the white roads; hear, too, the peep of chickens on the still platform and hear the guard exclaim the name of the station, whatever it was, rapidly, apologetically: Callado Mediano, Los Molinos, San Rafael, Espinar, Otero de Herreros, the dry consonants knocking together like water jars by a little spring of gurgling vowels.

Then like a yoke of oxen the engine would awake to movement again and step gently out onto the cracked plains, ochre, lilac and pallid with drought.

"Ay Castilla," murmured the man to himself again. He sat back and stared out of the window at the monotonous plains. Hour after hour of that wearisome, hot and dusty journey northward from Madrid bumped by with almost impossible slowness. Once or twice he dozed and sighed. And once exclaimed, "a desert."

He was a short, stout little man, a Basque, he told me, but this was already clear from the dark blue boina on his head. It looked like a pudding cloth, for he was as pale and expressionless as a basin. Early in the journey he had taken off his boots and put on a pair of bright red slippers, and had blinked his ferreting eyes over the stock exchange figures in a Madrid paper. He looked at me several times on the very edge of conversation, but got no further than exclamation that might have been addressed to the world at large.

After nearly five hours he took out his watch and stared at it a very long time. Gradually a recollection lit his face. The train was indeed slowing down. Stunted trains, hissing engines, slid back into smoke and echo. There was the breathing of brakes, a shrugging and gossiping of points.

A chanting curve, and then we humped under a great dome of smoky glass, a station; people sweeping back, luggage and trucks carried by like pieces of wind, till they slackened, swayed, jerked to a standstill. The little man was at the window shaking with excitement. He leaned in and then out. He turned his head in again and cried, "Listen!" And again, "Listen! Ah—"

I listened—his voice commanded—and at the moment I heard in the distance and above the peeling clatter of the station a porter's voice loudening under the glass. Another porter, drawn by muttering, "Medinadelcampo," all in one breath. But in the distance this other voice, loud and with the richness of a choir. "Listen," cried the excited Basque. "A marvel! Oh, what a voice." This time I heard it clearly as in a cathedral the chanting of a response: "Med—ina del Cam—po, cin—ca min—ut—os."

I stood up in wonder and went to the window to see what man living had so fine a voice. And again: "Medina del Campo!"

"Ah, yes," said the Basque, "what quality, what richness. There he is carrying a crate of chickens. You see? The tall one, the dark one with a blue sash and white slippers."

I saw him for a moment as he stepped into the van. I craned

forward to catch another glimpse of him or to hear another sound of him. The Basque strained forward, too. Disappointed, after a while we sat down.

A rill of talk now spurted forth and broke our drought of silence.

"Ay," said the little Basque, crossing his legs and wagging his red-slipped feet at me as an additional gesticulation to contain his excitement. "You may well say, 'What a voice! What poignancy!' (I had, of course, said neither, but he was the kind of man one allows to assume the knowledge of one's emotions.)

"I shall never forget hearing it four years ago for the first time. It was just such a day as this. The sun unmerciful, Castile like a brickfield, the sky like the walls of a kiln. You know, Castile in late July, not a drop of water in the rivers, everything cracked like earthenware, clouds of dust, and this train, the slowest in the world, creaking and straggling along like a mule team.

"Villagers were raked together like hot stones or white cinders. Not a blade of grass. Thirteen hours of it. And then, sir, imagine us running into Medina del Campo at the hottest hour of all, and suddenly, unexpectedly, like the spurt of fountain," he said with tears in his eyes, "that voice!"

"Never in my life had I heard anything like it. Certainly never in a railway station. It was like water in a desert, a thread of water in a river bed. It was like mule bells on a stunted road, or ox bells—you have heard their watery note?

"The boys went up and down the platform crying, 'Agua fresca! Fresh water! Selling water!' but it was tepid and flat to the cold, clear draught of that voice. Never in my life shall I forget it. It went, 'Medina—del Cam—po—po—No, I can never do it, but whenever I think of this poor, baked-up town I have that voice in my thought. It changes everything."

"I know," I said, moved by a street singer in Naples. Something quite hackneyed, too, the sort of thing you hear in every side street in Europe. "O sole mio," I believe it was. But in the night it seemed like the cry of a wild bird—"

He could not let me continue: "You are English. You perhaps remember a passage in the Bible. Let me see, now. Yes: 'The desert shall rejoice and blossom as the rose,' and 'For in the wilderness shall waters break out.' When I hear that voice, I think always of those lines till I wonder if the writer of them (you understand?) had perhaps heard—a voice."

We sat silently for a long time in the lazy, sporadic din of the station. I began, "A railway porter—"

But the little Basque cut me short:

"I know what you are going to say. The Anglo-Saxon always betrays himself: if there are streams you see turbines. If there are voices you do not see fountains but concert halls, radios, drawing rooms, barbarities. Yes! Three wealthy men have already offered to pay that porter's complete tuition at the Conservatoire in Paris—"

"And—?"

"He refused to accept. Said with something of that arid Castilian pride and mockery, 'I have here my conservatoire, pointing to the glass roof of the station. They sought him for the cathedral. No,' said he, 'I have here my cathedral. There you have the Castilian genius.'"

Then we heard the voice again, a fine rod of water rising:

"Medina del Campo," and sinking down again like a fountain in the heat.

V. S. P.

MORE EXCITEMENT.

HUANGPU SHOOTING INCIDENT.

To make the Huangpu in its upper reaches safe for yachting seems to be the immediate problem confronting lovers of this sport who find yacht racing an exciting enough diversion without the introduction of rifle fire.

An incident similar to that reported on the preceding Sunday took place on the Sunday just past. A few soldiers stationed in the area skirting the Hankow Railway Station and the Lungwha Pagoda who had collected on a small loading wharf on the river bank indulged in their favourite pastime of indiscriminate firing when one of the boats in the yachting party passed by. Four rifle shots altogether were fired at the Olive, the handsome motor house boat belonging to Col. M. H. Logan, but fortunately none of them registered on the Olive and the incident had no serious consequences other than the brief anxiety on the part of passengers while the shots were putting in an

appearance.

The Olive was carrying seven foreign passengers, including a number of ladies, when the animosity from the shore was made evident. When a safe return was made back to Shanghai, however, the matter was taken up with the British Naval authorities. From passengers on board the houseboat at the time, it is understood that the result of this complaint was the despatch of a naval launch which proceeded to the spot and returned the fire of the stragglers on shore.

It is also understood that the Naval authorities now have the matter under advisement and another day or two will show what steps will be taken to safeguard private launches, etc. in that portion of the river.

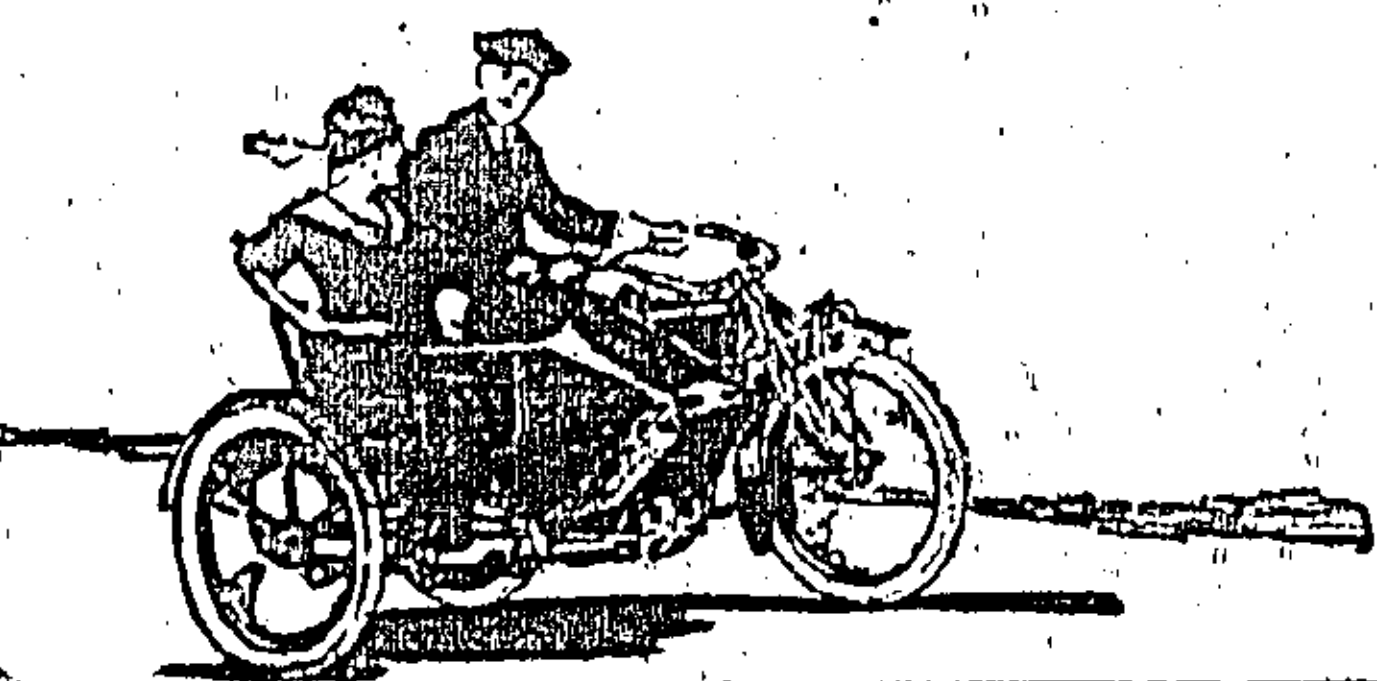
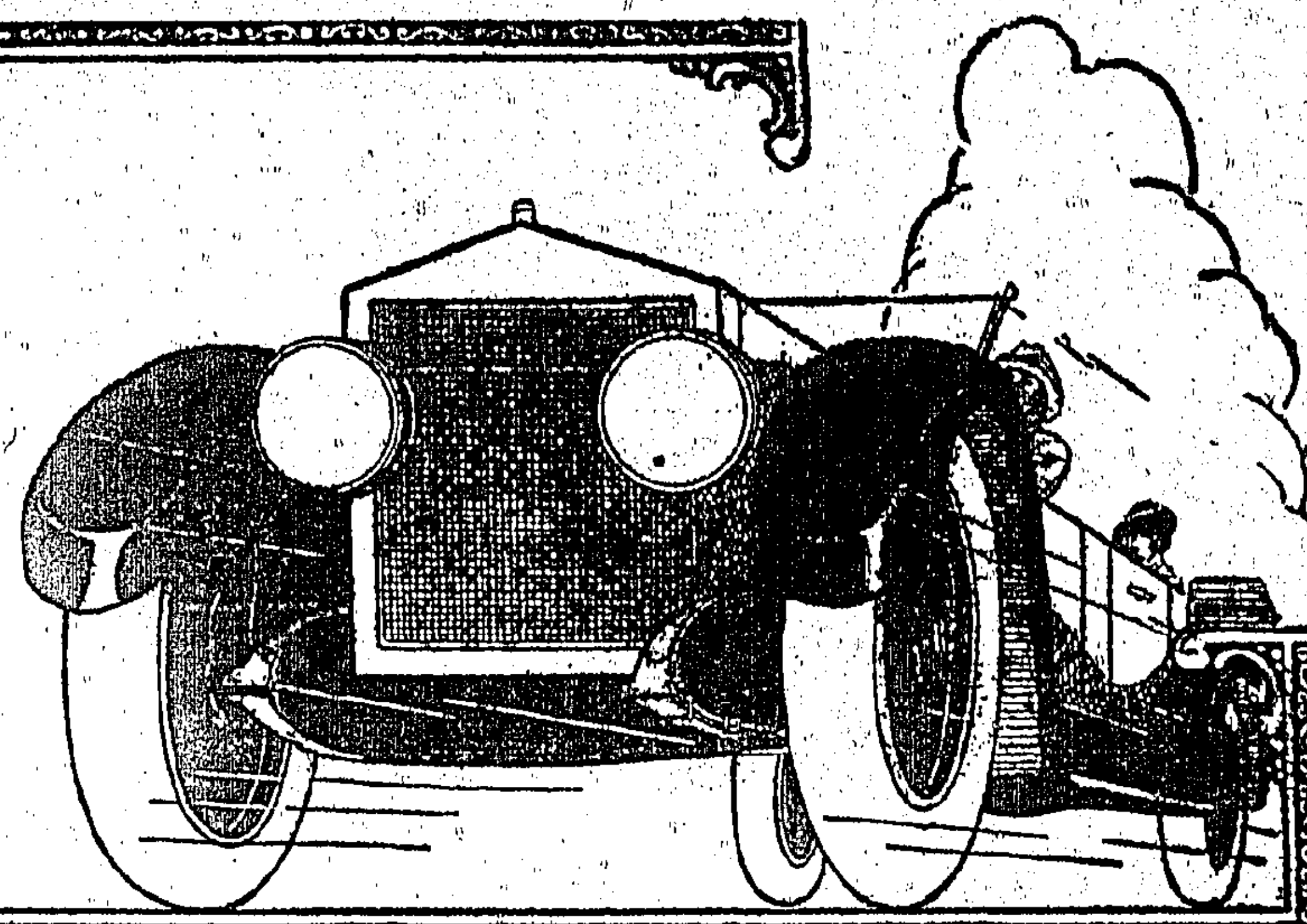
At the Marine Court this morning before Lieut. Commander G. F. Hole, the master of fishing junk No. T1755H was summoned for mooring alongside five other boats by the s.s. Apocry. He admitted the offence and was fined \$3 or three days.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 11th JUNE, 1927.

Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Lindbergh and Chamberlin.

The remarkable achievements of Lindbergh and Chamberlin in flying from the United States to Europe, serve to emphasise the state of perfection which the internal combustion engine has reached, and furthermore, to demonstrate beyond all possible doubt that within a few years, air transport will be of paramount importance in linking up one country with another, irrespective of the dividing distance. It is, however, in connexion with land transport that the internal combustion engine has mainly established itself as a necessity, and it is gratifying to know that the modern motor car or cycle is not only simple to operate and economical to run, but almost mechanically perfect in regard to reliability. Even with the existing state of perfection, Major Segrave's astounding performance in driving a car at over two hundred miles per hour—faster than the ordinary airplane—indicates that other important improvements will be incorporated in future automobile engines as a result of experience gained on that gruelling test.

Traffic Control.

The traffic supervision and control in the vicinity of Happy Valley, on the occasion of the King's Birthday parade, did not work quite as smoothly as had presumably been anticipated. Several complaints have reached us from motorists, and while we appreciate that the exceptionally heavy traffic presented a problem to those whose duty it was to control it, the complaints are not without some justification. There were instances of cars being allowed to proceed along the Wong Nei Chung Road for a certain distance, and then being ordered to turn about and return by the same route. This caused considerable congestion and confusion. We have also heard of private cars being prevented from proceeding to the Peak, possibly on account of the drivers taking the wrong route. In such cases, traffic police should have instructed drivers which route to take, and even if such instructions were on printed forms, the trouble involved would have lessened the inconvenience caused to members of the public who desired, possibly for urgent reasons, to proceed to a certain locality. It is an easy matter to criticise, especially so after an event has happened, but we offer this criticism in a spirit of helpfulness rather than complaint. Perhaps it would be a good idea if the civilian members of the police flying squad were employed to direct traffic at certain points upon such special occasions.

Quieter Motors Wanted.

Speaking generally both Hongkong and Kowloon can point to a set of motor cycles which are far from noisy, and which is more than can be said for very many other places. Pedestrians and business offices have reason to be thankful for this, but recently it has been noticed that some vehicles, especially motor cycles, are making a good deal more noise than is necessary. Up to the present there has been no specific regulation with regard to cut-outs and exhaust noises, but a new regulation has been issued which reads as follows: "No motor vehicle shall be fitted with any cut-out, fitting, or other apparatus or device, which will allow the exhaust gasses from the engine of the motor vehicle to escape into the atmosphere without first passing through a silencer, expansion chamber or other contrivance suitable and sufficient for reducing, as may be reasonably possible, the noise which would otherwise be caused by the escape of the said gasses." It should be

noted that vehicles are not permitted to be "fitted with cut-out." Summonses will be taken out against drivers who wilfully disregard this regulation.

Faulty Lamp Signalling.

A fortnight ago we commented on the wise step which had been taken in erecting a signalling device at the junction of Salisbury and Nathan Roads in Kowloon, so that by means of red and green lights motorists could be guided round this corner with a greater degree of safety. It would appear however that this lamp is not working so satisfactorily as might be expected, either through faulty manipulation or mechanism, or both. Recently it has been noticed that the wrong lights have been shown, and in some cases both red and green lights have been visible at the same time. This device has now been in operation for over a fortnight and should be working properly. Mistakes of this kind are more likely to embarrass a motorist than aid him, and an effort should be made to cause this device to work smoothly and correctly as primarily intended.

Head Lights.

Quite a number of cars have been seen at night time recently without exhibiting two headlights to show the width of the car. On Sunday evening, no less than three vehicles were seen on the Island Road with only one headlight functioning, in one case that light being on the near side. It is usual to dim headlights when meeting other cars, and if the oncoming vehicles fail to exhibit two lights there is danger of a collision. We believe that at home, if a car is seen with only the near side lamp showing, the driver is summoned for failing to show the width of the car, and we think that all motorists should remember this in the interest of general road safety.

New Regulations.

Several additions and amendments have been made to the traffic regulations, and one or two are especially interesting from the owner-driver's point of view. One states that a driver shall, when practicable, give the recognised signals when about to stop or turn his vehicle. These signals were published in this supplement some time ago, and copies may now be obtained from the Traffic Department. Another regulation states that no cut-out shall be fitted to any motor vehicle.

Parking Spaces.

Further parking spaces have been notified, these being—Pottinger Street, east side, between Connaught Road and Des Voeux Road. This will make a convenient stand for the occupants of Stephen's Building. Wing Woo Street between Connaught Road and Des Voeux Road, east side, is another place. This is near the old Chinese stores.

FIRESTONE TYRES.

Racing Successes.

The following letter dated at Shanghai, June 1, 1927, has been received by the Dragon Motor Car Company, Ltd., local Distributors for the Firestone Tyre & Rubber Company of Akron, Ohio:

"You are probably aware that the 500 mile Annual race held on May 30th of every year at Indianapolis is one of the most important events in racing history. The tyres used by the drivers are selected with the greatest care for they know that tyre failure under such a tremendous speed and strain may cost them serious in-

RATED HORSE-POWER.

Basis of Formula.

MISLEADING RESULTS TO USERS.

Do many motorists know how the horse-power rating of their cars is arrived at? Judging by the numerous discussions on this matter there are very few indeed.

The R.A.C. formula is based on the fact that the indicated horse-power of a single-cylinder four-cycle engine is equal to one-quarter of the mean effective pressure acting through the working stroke, multiplied by the area of the piston in square inches multiplied by the piston speed and divided by 33,000.

The result of this calculation multiplied by the number of cylinders and further multiplied by the mechanical efficiency of the engine will give the brake horse power.

Unfortunately, it is practically impossible to find out all of the requirements for these calculations. Owing to this the R.A.C. has assumed that all motor cars will deliver their rated power at a piston speed of 1,000 ft. per minute, that the mean effective pressure in the cylinders will average 90 lb. per square inch, and that the mechanical efficiency will average 75 per cent.

Whilst this assumption was a perfectly legitimate one in pre-war days, it gives a very wrong impression of the power capabilities of the modern cars—due primarily to the increase made in piston speed and the use of higher compression ratios.

On account of these things it is not uncommon to see a car with a low nominal rating having an excellent power development with a Prony brake test.

BIBLICAL HINT.

Oil in Egypt.

EXODUS DISCOVERS GUSHERS.

Oil prospecting is a difficult job, but the demand for more fuel keeps prospectors hard at it trying to satisfy the future demands of the community. The casual finding of oil entails expensive boring, and therefore oil experts must be very confident of success before boring commences.

In Egypt there are several wells in operation at present, and their beginning was due to the biblical studies of someone connected with the Standard Oil Company.

The attention of this person was attracted to a statement in the Book of Exodus that the ark of bulrushes which the mother of Moses made for her child was "daubed with slime and pitch."

Reasoning that where there was pitch there was oil, the company sent its expert to Egypt, where they discovered that the biblical hint was better than a divining rod.

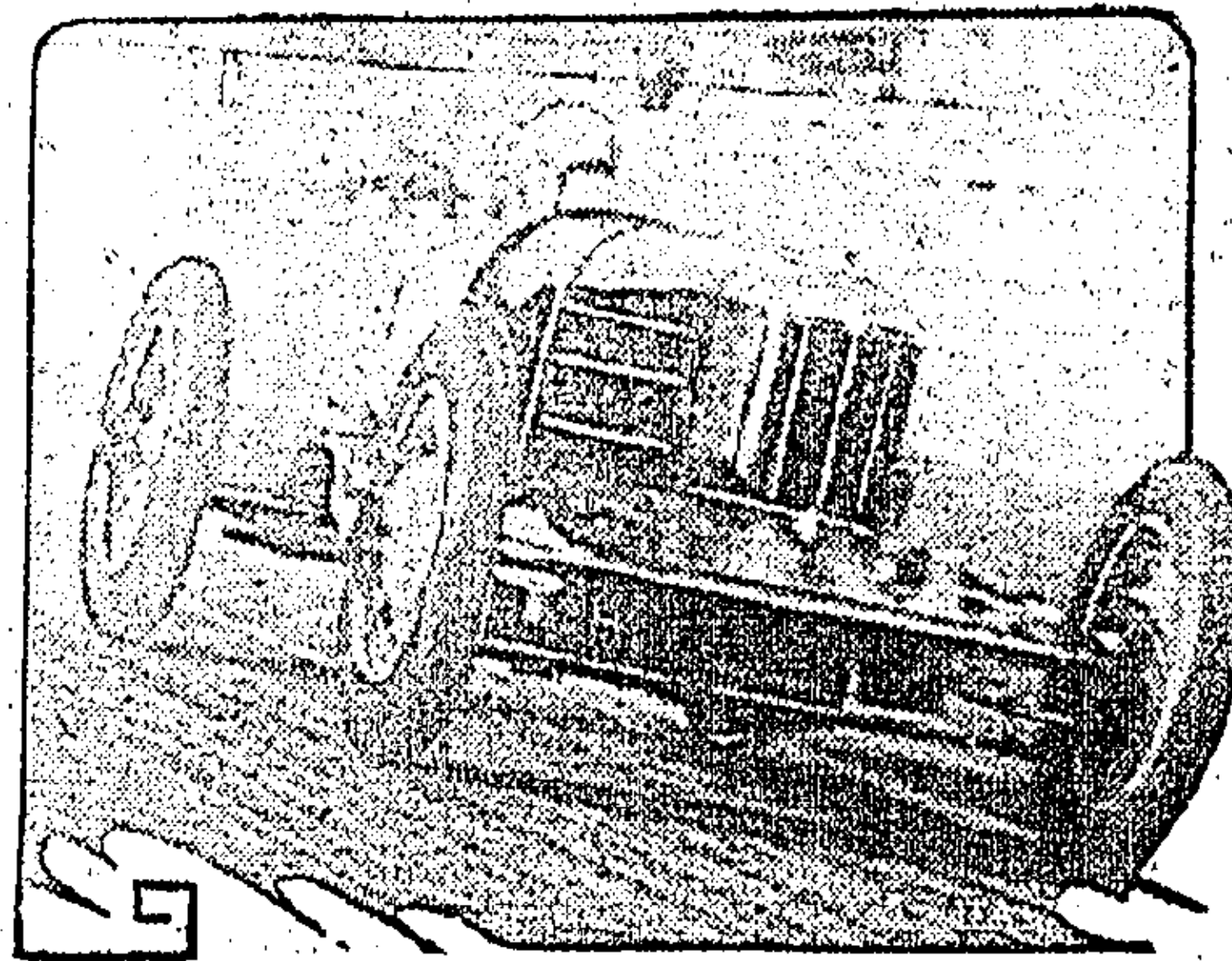
jury or possible death. The following is a cable just received from Akron regarding the results of the race held last Monday.

"Annual 500 miles Indianapolis race May 30th.—Won by George Souders in Dusenberry without tyre failure—average speed 97.64 miles per hour. Winner and all drivers to finish used Firestone Full Sized Gum Dipped Balloons again demonstrating their unquestionable superiority under strain far exceeding those encountered in year average driving."

Please bear in mind that Souders and every other driver using Firestone purchased them outright—the same as any ordinary car owner. This makes their choice of Firestones even more conspicuous."

MODERN MOTOR RACING.

Severe Strain on Engine.



Like a flash of lightning Leon Duray, famous racing driver, whizzed by the camera that took this photo. He was going 130 miles an hour, as was shown by a check of his time around the mile and a quarter track at Culver City, Calif. The car he was driving was a new Miller "Baby 91" front-drive special.

Indianapolis, Ind., May 2.—The fourth stroke of each cylinder there's an explosion. That makes 3,250 explosions a minute in each cylinder, or a total of 26,000 bursts of hot gas a minute in all the eight cylinders.

The heat is so great that the manifold gets red hot and the leather from the driver's shoes back of the engine almost burns off.

Severe Ordeal, but Helpful. The valves pop up and down 6,500 times a minute for each, making a total of 104,000 valve movements a minute in the whole engine—a strain that would tear the average automobile engine apart.

Multiply that by 300, to account for the five or more hours it takes to run the course of 500 miles, and we have an idea of the speed and work an engine has to undergo during each an ordeal. Yet past experience has shown that these races, with their severe demands, have brought the small engine into actual practice, with results that surpass those of former cars.

Now the supercharger has been brought to such perfection through thorough testing on the race course that it is expected soon to be incorporated with engines of the better cars.

Soon thereafter may come the front drive automobile, for it has already proven its worth on the Indianapolis speedway. In 1925 Dave Lewis brought a front drive Miller Special to the finish within a minute of the winner, and last year Earl Cooper joined him in testing this type of car on the track.

For the coming races it is believed Harry Hartz, winner of last year's event, will pilot a front drive racer, and he'll be accompanied by Peter De Paolo and Frank Lockhardt, each in the same type of car.

BOUDOIR BODY.

Nawab's Luxury.

Many Indian potentates have taken to motor cars of recent years, and their love of splendour has been shown in the way they have their cars finished.

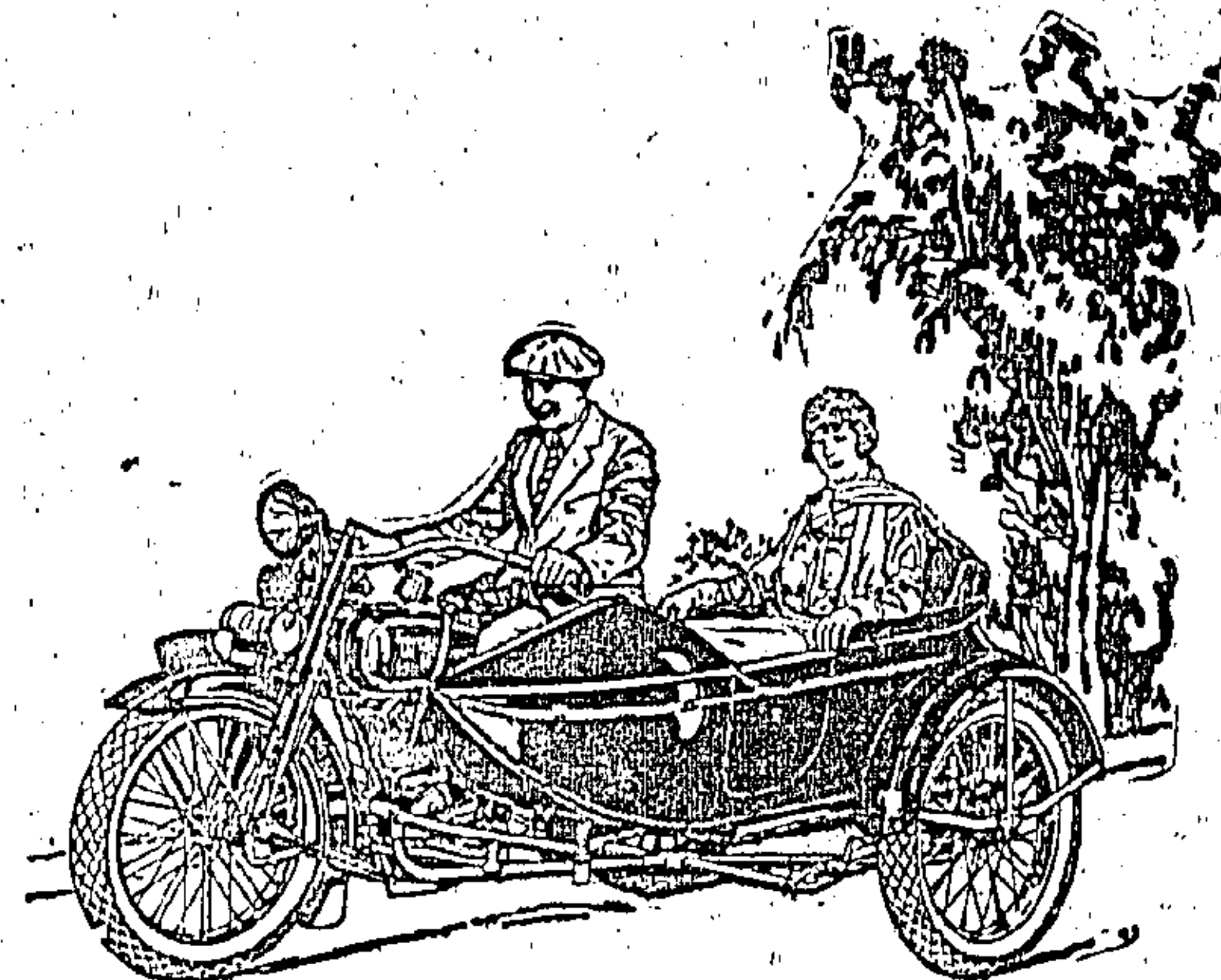
A recent example of this is a Rolls Royce, fitted with a boudoir limousine body, for the Nawab of Bahawalpur. The interior decorations are on a magnificent scale, the rear seat and back being covered with tapestry depicting the period of William and Mary. The roof is lined with blue silk, whilst the rest of the interior work is in keeping with the seats. Externally the car is similar to any other car of this type on the road.

EXPORTS GROW.

Britain 10,000 to Good.

Statistics compiled by the Society of Manufacturers and Traders show that in 1926 Great Britain exported 10,000 more vehicles than she imported. This is the first time in the history of the British motoring movement when the exports have exceeded the imports.

This is explained by the fact that most of the motor producing factories in England are working day and night to meet the demand. Morris Motors, Ltd., recently put up a week's engine production record for the British Isles of 1750. The previous best was 1500.



We are pleased to announce that we are receiving another shipment of Harley-Davidson motor cycles by the s.s. "Empress of Russia" due on June 6th.

The shipment comprises—

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BIG TWIN SOLOS

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HARLEY SINGLES.

Side by side and overhead valve models.

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The food
you eat today
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You watch your own diet carefully—you know that this food or that kicks up a fuss, and is best left alone. A motorcar's diet is important, too. The oil you pour into the crankcase to-day determines whether your motorcar runs or gives trouble to-morrow.

Headaches are danger signals. Knocking, overheating and misfiring are always signals of engine trouble. And, nine times out of ten, such engine troubles are the result of incorrect lubrication—you have been using the wrong kind of oil.

Don't take chances with an inferior oil in your crankcase any more than you would take chances with inferior foods for yourself. "Feed" your car the best oil you can buy—Gargyle Mobiloil.

It pays to use the best. Mobiloil eliminates engine troubles and consequent bills that ordinary oils are bound to bring. The Mobiloil Chart at your dealer's indicates the correct grade for your motor.



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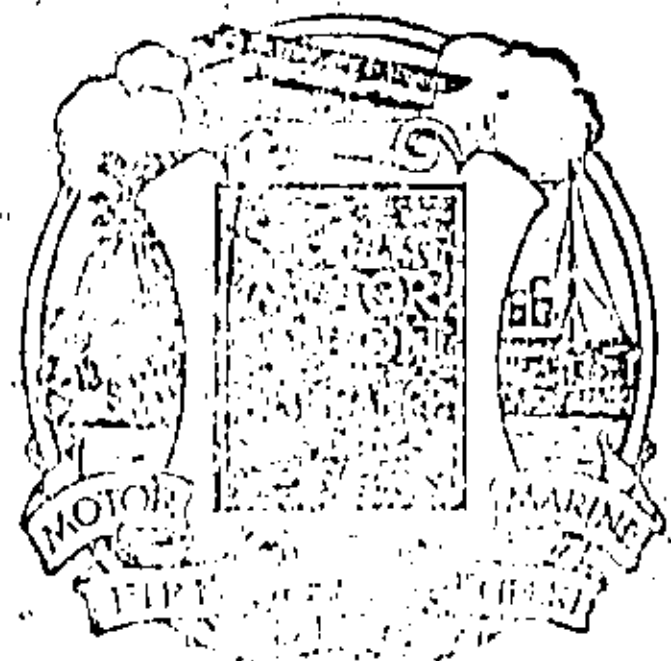
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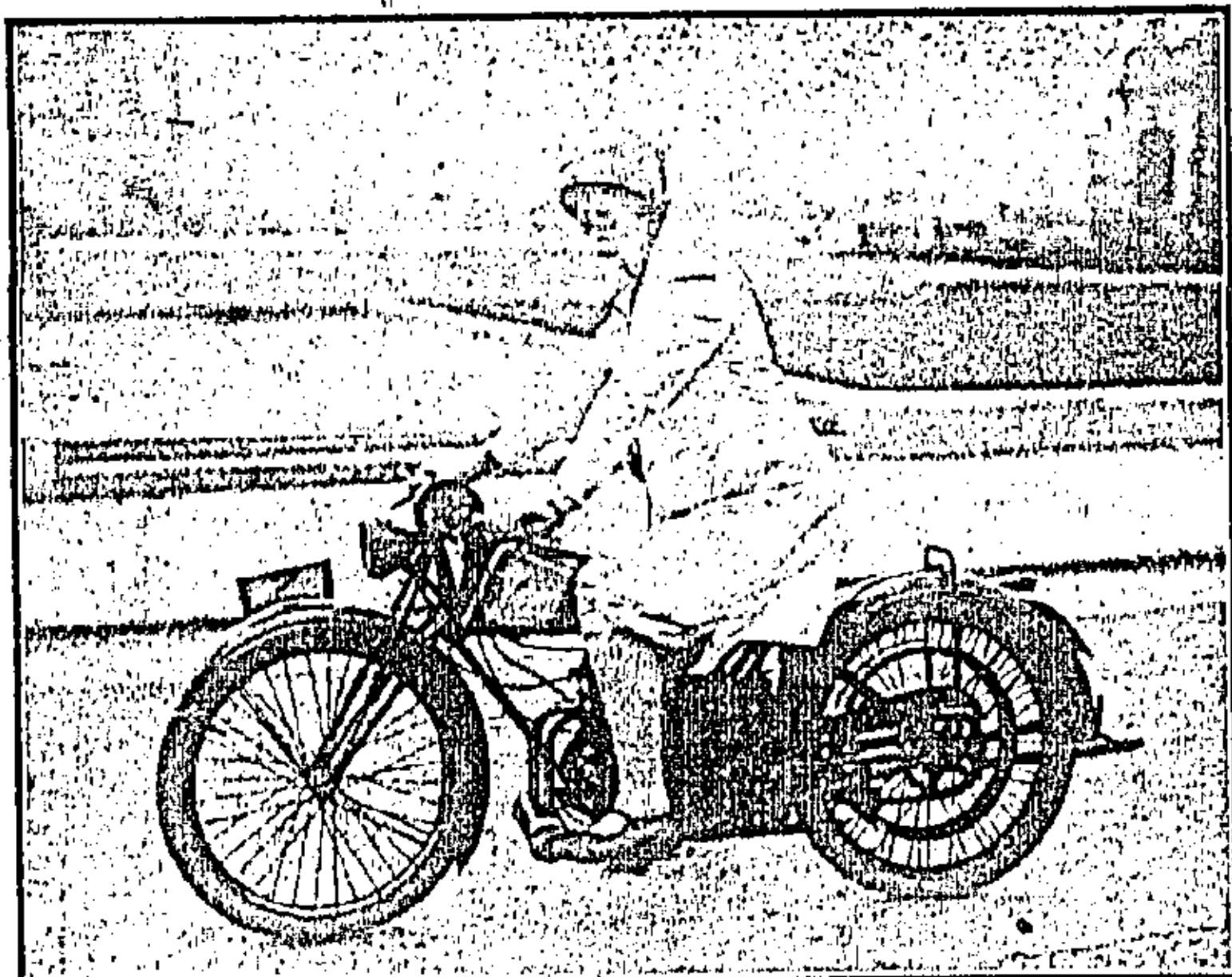
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MODEL-4. FRANCIS-BARNETT

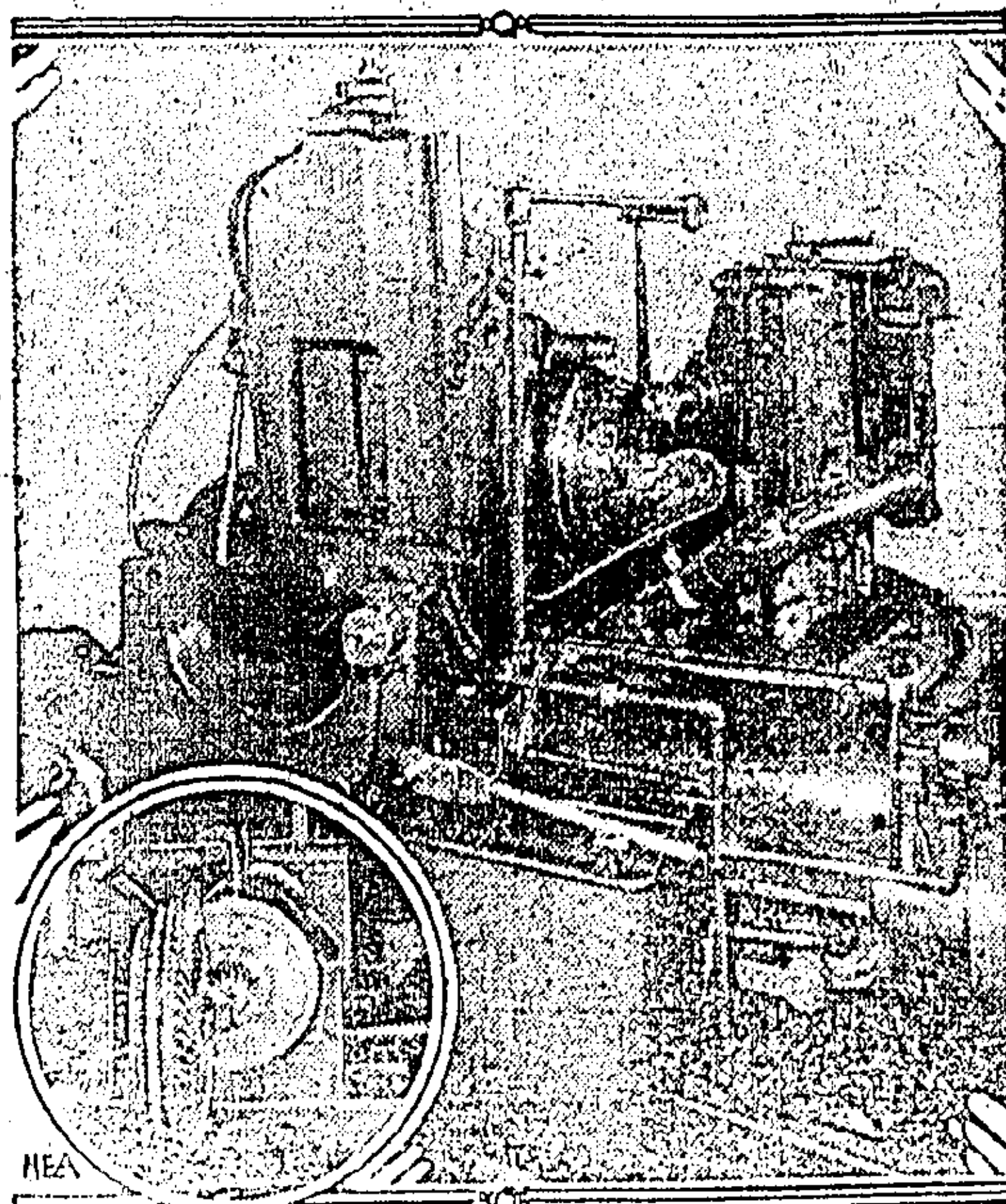
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HOW AN AUTOMOBILE IS MADE.

Machines Surpass Man in Making Parts.

[By Israel Klein for the Hongkong Telegraph.]



Swinging in, out and around, this machine cuts the teeth of an entire gear without the aid of man. Inset shows a set of gears on test in the silent room.

This is the fifth in a series of stories on how the modern automobile is made.

One reason why your dollar goes farther in the purchase of an automobile than any other commodity these days is the use of labour-saving and time-saving machinery.

This was seen in the manufacture of the parts that go to make up the engine—in a lathe that takes the place of 10 men, in another that takes the place of six, in instruments that eliminate the human element of error.

This is further brought out in the manufacture of the remaining parts of the car. Heavy, cumbersome machinery is lined up along the floors of automobile plants nowadays, each working electrically, each doing its share automatically, accurately and without the slightest difference among the parts turned out.

There is one gear cutting machine, for instance, that requires only a man's supervision. It goes through four different operations, moving first this way, then that, cutting a tooth to shape and size, then moving on to the next.

After being cut down, the gears are ground down to exact size and microscopic instruments used to ensure exactness of dimensions and angles.

Hardened by Heat and Oil.

Gears, because of the heavy strain they must undergo, are "heat treated." That changes their crystal structure and hardens them.

Heat treatment includes putting a part into a furnace and bringing it up to a definite temperature, when the metal becomes red hot. It is then dipped into an oil bath where it is kept for a definite time to satisfy the demands for hardening.

The gear at the end of the camshaft has to be hardened by heat treatment, but the shaft itself must remain tough and comparatively soft and tensile. So all of the shaft except the gear end is coated by an electroplating process. This protects the shaft itself from the process of hardening.

After the gears are finished and heat treated, they are set up in experimental transmission cases, in small enclosed rooms. Here each transmission set is run by a motor outside, to be tested for silence.

The least noise is detected and located, the motor is stopped and the gears are ground down further by means of a portable grinding machine. They are also tested for play with an instrument, similar to hundreds scattered through the plant, that multiplies any deviation from the true tenfold.

EVEN DAZZLE WORKS.

Ingenious Dipper.

Many different methods of overcoming the glare of car headlights have been introduced during the past few years. The latest device to be patented opens up a new avenue of research in this connection.

The new device is based on the fact that light has the effect of

How Carburetor is Made.

The clutch, too, is tested on the shaft of a motor for ease and positiveness in operation, after its many intricate parts have been tested individually.

Even finer is the carburetor in its manufacture. Here is perhaps the most complicated part in the entire car, and the most sensitive. Every measurement, every angle and thread must be accurate to make it an efficient mechanism.

The modern carburetor, with its thermostatic arrangement, its fly valve for backfire control and all its other useful gadgets, goes through 43 distinct operations in its manufacture.

The simplest operation here might in some respects, become complicated and precise. In one case a large monitor lathe takes six manipulations to bore a small hole and cut a thread in the carburetor. One man handles this, where formerly several had to cover the operation, or it took one many times as long.

Quick Work on Chassis.

One of the greatest labour savers is a gang drill, which drills as many as 92 holes at the same time, all of varying sizes, into each channel bar of the chassis frame.

The chassis itself, especially in the higher-grade cars, is electrically welded or riveted, as required. After this, there is the completion of the radiator and fenders and the construction of the body, to have all the parts necessary for the final assembly.

The rear transmission and axle are first put together and tested by a dynamometer. They are put into the chassis and this part takes its first run along a floor conveyor through a series of assembly operations that bring it up in the end a complete chassis, needing only the installation of the engine.

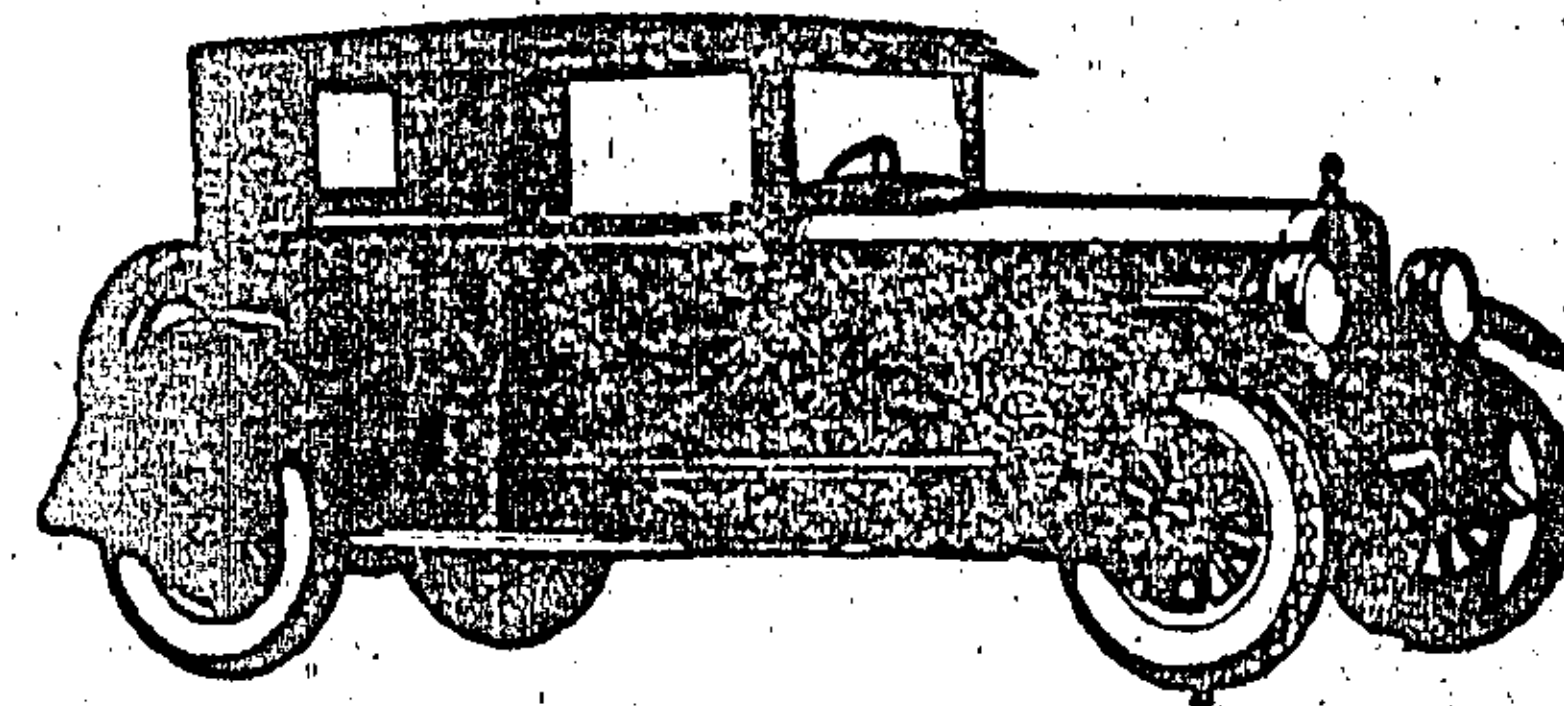
Engine Assembly and Test.

The engine assembly is separate, going along from bare crankcase and cylinder block, in a slow steady line through the process of installing crankshaft and camshaft, gears and pistons and connecting rods—each step being checked for fitness. The ignition system, usually bought outside, is attached by electrical experts, and the finishing touches are put on the whole engine.

Before the engine is attached to the chassis, it goes through a dynamometer test. It is run, in a large, high-vaulted airy room and under natural gas as fuel. After a run of eight hours the engine is turned over and tested again for excessive wear or play in the moving parts.

The chassis gets a similar dynamometer test of even longer duration, and when the chassis and engine are together the entire assembly is taken out for a test run of from one to five hours.

varying the conductivity of selenium. A selenium cell is fixed to the car in such a position that the light from the headlamps of an approaching car can strike it. The cell is wired up with a high tension battery and a relay, and the result of light from other headlamps meeting it is to effect a current flowing through it and through the relay, which in turn, completes a second circuit through the car battery and an electromagnet. The latter automatically operates the dipping mechanism and alters the angle of the lamp setting.



ESSEX COACH

The low prices which have made Hudson and Essex famous have largely been achieved through the simple process of using inventory materials quicker and getting a greater output from plant machinery than is commonly done in industry. Mechanical conveyance of materials has been developed to an unusual degree. So quickly are materials consumed in the unusually efficient manufacturing processes of the Hudson Motor Car Company that the public actually goes riding in Hudson and Essex Cars before the commitments for most of the raw materials are due for payment.

ESSEX SUPER SIX MOTOR CARS.

Touring	5-seater	G\$1,150
Coach	5-seater	G\$1,150
Sedan	5-seater	G\$1,250

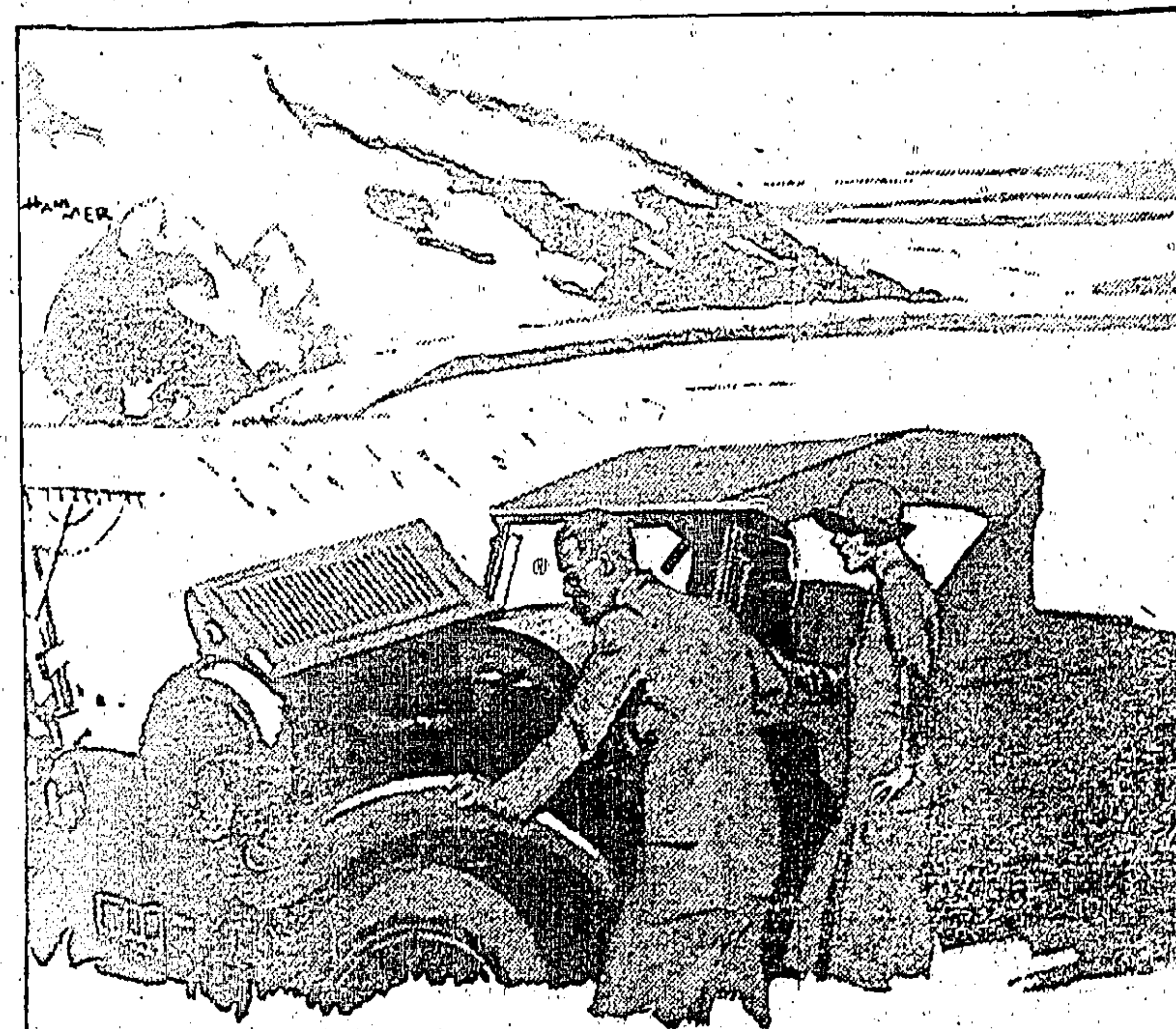
HUDSON SUPER SIX MOTOR CARS.

Touring	7-seater	G\$1,600
Coach	5-seater	G\$1,775
Sedan	5-seater	G\$1,880
Roadster	4-seater	G\$1,890
Brougham	5-seater	G\$2,080
De Luxe Sedan	5-seater	G\$2,270
De Luxe Sedan	7-seater	G\$2,375

The above prices are for delivery at your door in Hongkong or Kowloon. All prices subject to change without notice.

THE DRAGON MOTOR CAR CO., LIMITED

33 WONG NEI CHUNG ROAD HAPPY VALLEY

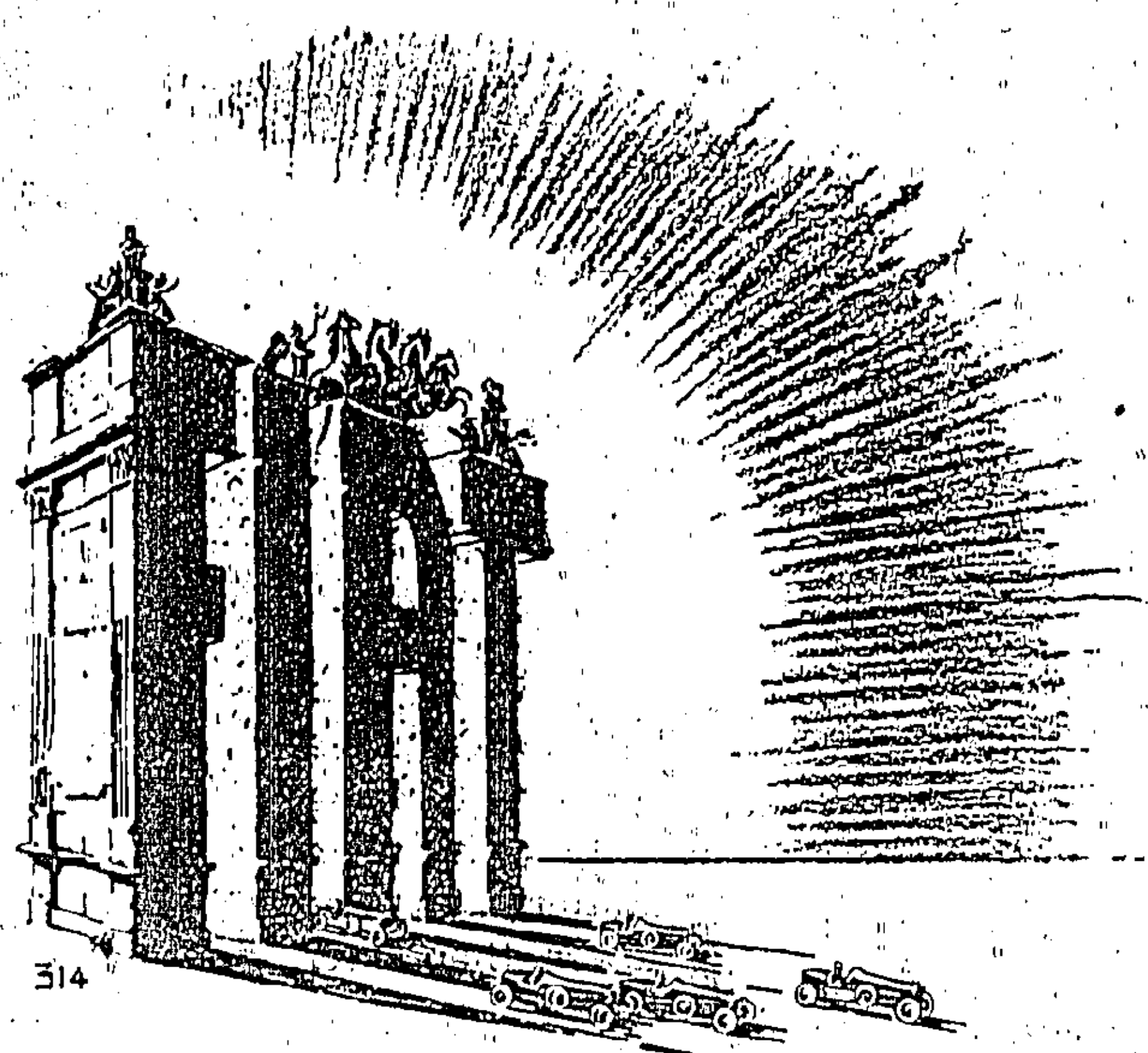


"Why on earth don't you use

SOCONY MOTOR OIL

SOCONY SPRING OIL
STANDARD OIL COMPANY

FOR EASY RIDING
OF NEW YORK



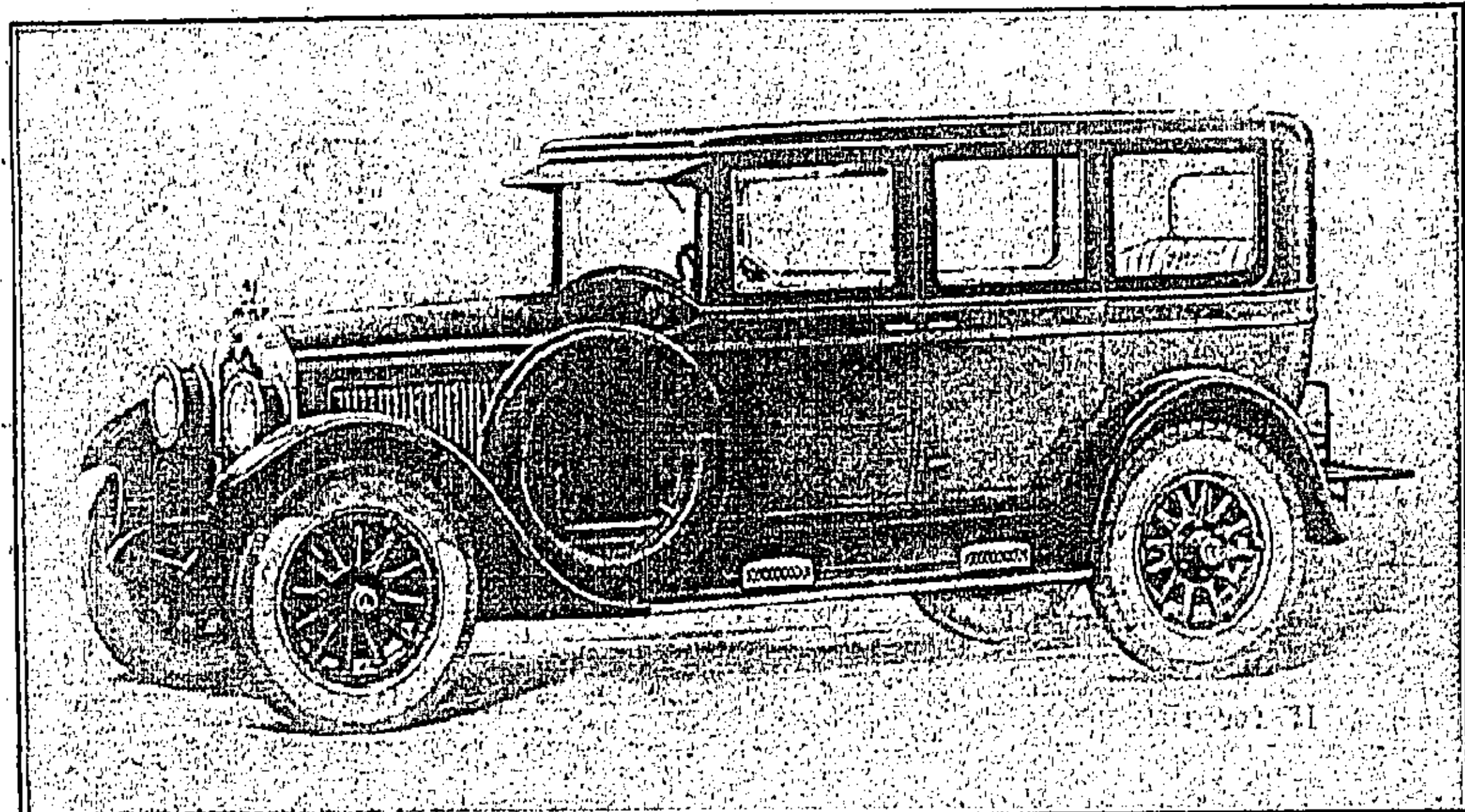
The Triumph of The FIAT.

in the Italian Thousand Miles Race, and the race for
the Lake of Garda Trophy.

1st, 2nd and 3rd
Places won by FIAT 509

The "509" and other recent FIAT models can be
seen at the new FIAT Showroom, 67, Des Vœux Road.

Sole Agents for Hongkong, Canton and Macao
SOC. ITALIANA IMP. ESP. ESTREMO ORIENTE, LTD.
Managers: A. GÖEKE & COMPANY.
China Building 3rd Floor, Telephone C. 2221.



MORE FAVORABLE BUSINESS CONDITIONS IN GENERAL INDICATED BY BUICK PRODUCTION.

A substantial increase in sales for the first twenty days of February over the same period last year is stated by Mr. E. T. Strong, President of the Buick Motor Company to be an indication that his company and the industry in general are on the threshold of one of the greatest selling seasons the automobile business ever enjoyed. Such increases constitute an excellent barometer of favorable business conditions throughout the greater part of the world.

"Buick deliveries showed an increase during the first twenty days of February of nearly a thousand cars over a similar period in 1926," Mr. Strong said. "We have found that automobile sales are an accurate index of general business conditions."

"The value in using these sales figures as an index lies in the fact there has been nothing done to stimulate sales or create a demand which might be contrary to general conditions. The models now on the market are the ones introduced last August with the exception of two additional body styles which were added to the line later. Thus the upward trend in sales can be attributed to more favorable business conditions."

THE HONGKONG & KOWLOON TAXI CAB CO., LTD.
Sole Distributors for Hongkong and South China.

THE DRAGON MOTOR CAR COMPANY, LIMITED.
Authorized Sales and Service Station Happy Valley

TOURING IN NEW ZEALAND.

By Mountain and Lake.

Motor highway construction and general road improvement are proceeding apace in New Zealand. Last year witnessed a marked development in this direction. It is now possible to motor over reasonably good roads from Auckland to Wellington, in the North Island, and from Picton or Nelson to Invercargill in the South. In most of the highways there are still patches capable of improvement, but the routes most used may be travelled with safety in summer and with only minor risk of delay or discomfort in winter. The chief highways have been planned for commerce—to afford the quickest and easiest passage from place to place—but they are splendid routes for the tourist also.

The North Island.

The best route between Auckland and Wellington is by way of the West Coast and Taranaki. It traverses the rich dairying lands of the Waikato, and then runs along a beautiful river valley. Leaving the valley, it climbs over the wooded Mount Messenger, and then descends to the verdant, rolling downs of Taranaki. Leaving New Plymouth, more dairying country is traversed and glimpses are obtained of the Wanganui River. Upon this journey of about 475 miles, there is great variety in the scenery.

Near Wellington there are wonderful views of a rock-girt coast. At many points there are swift-running rivers and streams, and the hills constantly reveal delightful panoramas. Not so many years ago these same hills tested the nerve of the driver, as well as his gears and brakes; but the steepest gradients have now been eased and the hairpin bends removed. In Taranaki the motorist may make, as a part of this tour, a complete circuit of snow-capped Egmont, and from Te Kuiti he may follow a short side road which will take him to the underground wonderland of the Waitomo Caves. Should he desire more variety—and be satisfied with less road comfort—he may turn aside at Wanganui and climb to Tongariro National Park. Thence he may take the road, which the Duke and Duchess of York travelled, through the Park and on to Lake Taupo and Rotorua. This leads through the heart of the Thermal District and past the Wairakei Geyser Valley. It is a route much travelled by sportsmen, for in the neighbourhood are many trout streams and lakes which have gained a world-wide fame. Except in summer, however, the road from the Park to Taupo presents difficulties. The more usual route to the Thermal District from Wellington is through Hawke's Bay.

The South Island.

In the South Island the most travelled road is from Picton, on Queen Charlotte Sound, to Christchurch, by way of Blenheim and Kaikoura, but more scenic grandeur is to be found on a trip which is becoming more popular every year, from Nelson through the picturesque apple lands to the West Coast. The road to Westland is one of the distinctive achievements in New Zealand road-making. It carries the traveller through steep gorges, where the highway is a shelf on the face of the cliff, over mountain torrents, and through thick forest to the point where the great Franz Josef Glacier dips to a few hundred feet above sea level. From the East Coast the tourist may travel many roads. He may drive over the Canterbury plains and then climb right into the heart of the Southern Alps until he is hedged around by high mountains with their glaciers and snow slopes glistening in the sun. Or he may visit the Southern Lakes, Wanaka, Wakatipu, Te Anau, and Manapouri, by many visitors esteemed the fairest gems in New Zealand's scenic store.

Automobile clubs and service car companies have in recent years effected a great improvement in the facilities for tourists. Reliable road maps are now available, the roads bear direction signs, and the accommodation is of a better standard. It is realized that the tourist does not live for the road alone or for the scenery along the road. He desires to have his way marked, and a resting-place at the end of the journey.—Ez.

THE END OF THE CARS.

A Flourishing Business.

For many years now motor car wrecking has been a recognised adjunct to the automobile industry in America, and now it is spreading to Europe. Several wrecking establishments are in operation in England.

Cars which have outlived their usefulness are bought by the wrecker, and broken up for the value of the metal and components in them. It is a flourishing business, and effectively answers the query of, "Where do the old cars go to?"

POOR DRIVING.

Responsible for
Trouble.

It's poor driving, probably, that causes the first chinking of the engine when it pulls up a hill. Later, if that isn't corrected, it turns out to be a knock that can be taken out only by the garage mechanic.

This, of course, is the most common of all engine knocks. There are a dozen or more other varieties.

The click, clank of the engine when it's pulling hard, however, results first from the fact that the driver fails to use the spark lever properly at such times, and then from the presence of too much carbon in the cylinders.

A slight move of the spark lever, retarding the spark, usually corrects the first fault.

Retarding the spark when starting or when going up hill gives the engine a chance to pull harder and at a slower speed. It makes use of all the mixture fed into the cylinders, at the proper time and with unified results.

Failure to retard the spark when the engine gets an extra load hastens the end of that engine. Further, it contributes to the accumulation of unwanted carbon on the pistons, around the valves and on the cylinder heads.

Carbon, too much of it, causes a knock similar to the spark knock. But this can't be controlled by retarding the spark. The carbon has to be removed.

The cause of carbon accumulation may be too rich a mixture, poorly fitted or loose pistons permitting the lubricating oil to be injected into the cylinders, an overheated engine, or poor crankcase oil.

Another kind of a knock that requires immediate and expert attention is the main bearing variety—a sort of deep, heavy thud, thud while the car is going on the level. The bearings need tightening or replacement. In any case, they must be attended to immediately. In fact, at times it's unsafe even to go along until a garage is reached.

The main bearing knock will be loudest under a pull or load. If a bearing is unusually loose, it will cause the engine to vibrate excessively when it is speeded up.

There's danger of breaking the crankshaft if it isn't corrected immediately.

A light pound, or sometimes a clatter, means loose connecting rod bearings, and if they're completely burned out they'll be heard at all times under all conditions. Usually, however, they're apparent when the car is going at about 20 to 30 miles an hour.

A knock almost similar to the carbon knock is that of piston slap, which is due to loose pistons or worn piston rings.

Lack of proper lubrication in the timing gears will cause another sort of knock, a loose fly-wheel another.

Loose cylinder nuts, connecting rods out of alignment, worn valve stems and valve guides, loose wrist pins are other engine troubles that cause knocking.

Outside of the spark knock, which can be remedied by the driver, all other forms notify the motorist of trouble that must be corrected by the garage mechanic. If it's only the carbon knock, least harmful of all, power is lost, fuel is wasted and the engine is worn down faster, until the knock is cleaned out.

5-FOOT BABY.

Tiny Electric Roadster.

A real baby car made its appearance at the annual Electric Truck Show in New York last month. It was a two-passenger electric roadster, weighing only 200 lb. with a wheelbase of 62 in.

Its designers assert that it will give practical service in city or country, as its standard storage battery will drive it for 20 to 30 miles—depending on the road surface on a single charge.

The chassis is of the backboard type, and its wire wheels are fitted with oversize tyres.

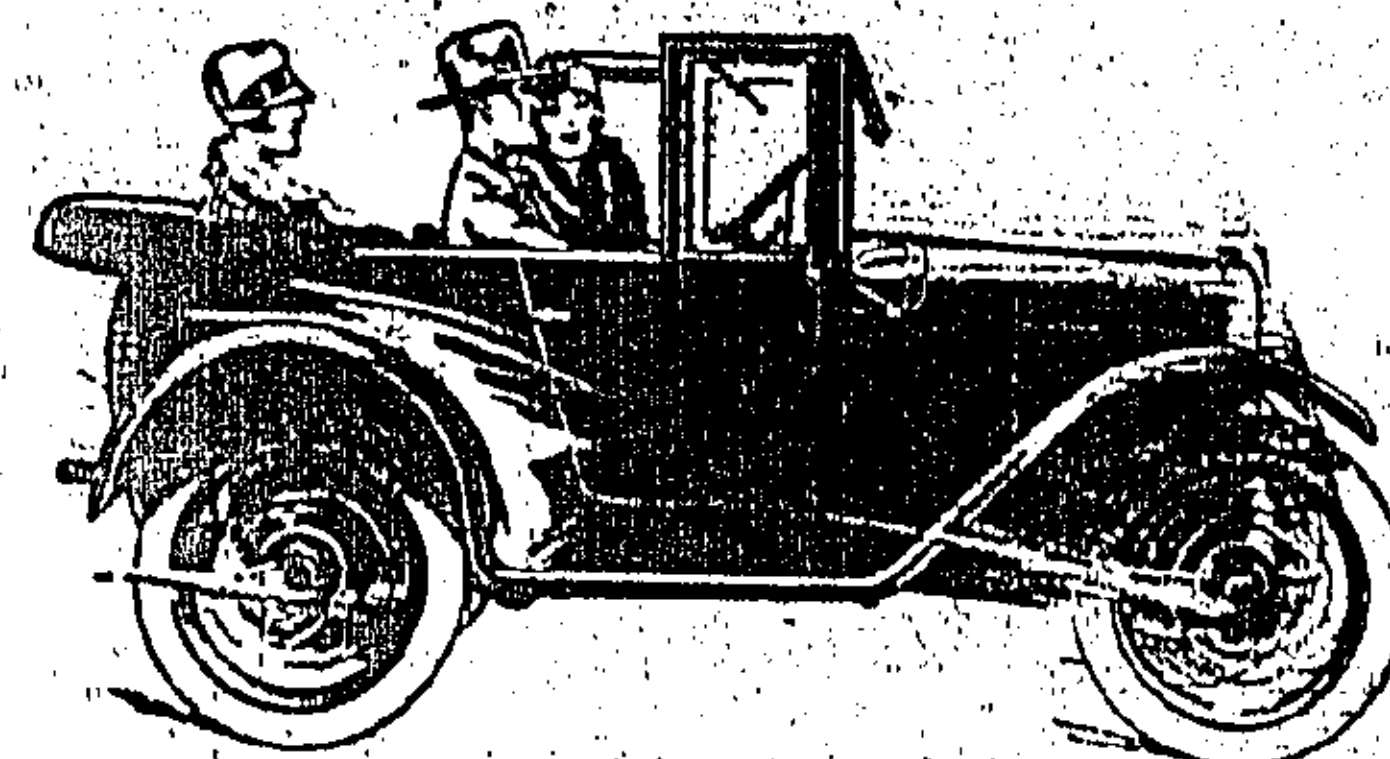
An electric motor, similar to the starting motor of a petrol-driven car, drives the rear wheel by a gear train. Footpedals operate the two-speed motor control, and both sets of brakes.

An unusual feature is a device which cuts off the supply of electric current and locks the emergency brake.

TOO MANY LIGHTS.

The traffic light bug has struck the country so intensely that it's beginning to prove a menace, says Mr. Leslie Sorenson, Chicago's traffic engineer. Signal lights and traffic zones, he says, should be limited to congested districts.

THE "AUSTIN SEVEN"



The Austin 7 is as good as its name, and it has an extra good name.

REMEMBER, A FEW \$s WILL DELIVER TO YOUR
DOOR ONE OF THESE MODELS.

Balance payable to suit you. Stocks carried.

ALEX. ROSS & Co. (China), Ltd.

New Offices, May 1.—Prince's Building.

2 floor, —Ice House St. Entrance.

ESSEX SUPER SIX MOTOR CARS

17.32 H.P.—110-inch wheelbase—144.67 cubic
inches piston displacement.

Roadster	2-seater	G\$ 980
Touring	5-seater	G\$1,150
Coupe	2-seater	G\$1,150
Coach	5-seater	G\$1,150
Special Coupe	2-seater	G\$1,180
Sedan	5-seater	G\$1,250

DODGE BROTHERS MOTOR CARS

24.03 H.P.—116-inch wheelbase—212.27 cubic
inches piston displacement.

Roadster	2-seater	G\$1,100
Special Roadster	2-seater	G\$1,150
Rumble Seat Sport Roadster	4-seater	G\$1,250
Touring	5-seater	G\$1,125
Special Touring	5-seater	G\$1,175
Sport Touring	5-seater	G\$1,210
Touring	7-seater	G\$1,320
Special Touring	7-seater	G\$1,370
Coupe	2-seater	G\$1,275
Special Coupe	2-seater	G\$1,325
Sedan	5-seater	G\$1,325
Special Sedan	5-seater	G\$1,375
De Luxe Sedan	5-seater	G\$1,500

HUDSON SUPER SIX MOTOR CARS

29.40 H.P.—127-inch wheelbase—238.60 cubic
inches piston displacement.

Touring	7-seater	G\$1,600
Coach	5-seater	G\$1,775
Sedan	5-seater	G\$1,880
Rumble Seat Sport Roadster	4-seater	G\$1,890
Brougham (Custom Built)	5-seater	G\$2,080
Sedan (Custom Built)	5-seater	G\$2,270
Sedan (Custom Built)	7-seater	G\$2,375

PACKARD SINGLE SIX MOTOR CARRIAGES

29.40 H.P. R.A.C. Rating—block test actually develops
more than 80 H.P.—288.50 cubic
inches piston displacement.

MODEL 426—SINGLE-SIX—126-INCH WHEELBASE.

Phaeton	5-seater	G\$2,665
Rumble Seat Roadster	4-seater	G\$2,765
Touring	5-seater	G\$2,765

MODEL 433—SINGLE-SIX—133-INCH WHEELBASE.

Touring	7-seater	G\$3,215
Coupe	4-seater	G\$3,215
Club Sedan	5-seater	G\$3,255
Sedan	7-seater	G\$3,335
Sedan Limousine	7-seater	G\$3,435

PACKARD STRAIGHT-EIGHT MOTOR CARRIAGES

39.20 H.P. R.A.C. Rating—block test actually develops
more than 105 H.P.—384.30 cubic
inches piston displacement.

MODEL 336—STRAIGHT-EIGHT—136-INCH
WHEELBASE.

Phaeton	5-seater	G\$4,185
Rumble seat Roadster	4-seater	G\$4,290
Sedan	5-seater	G\$5,800

MODEL 342—STRAIGHT-EIGHT—143-INCH
WHEELBASE.

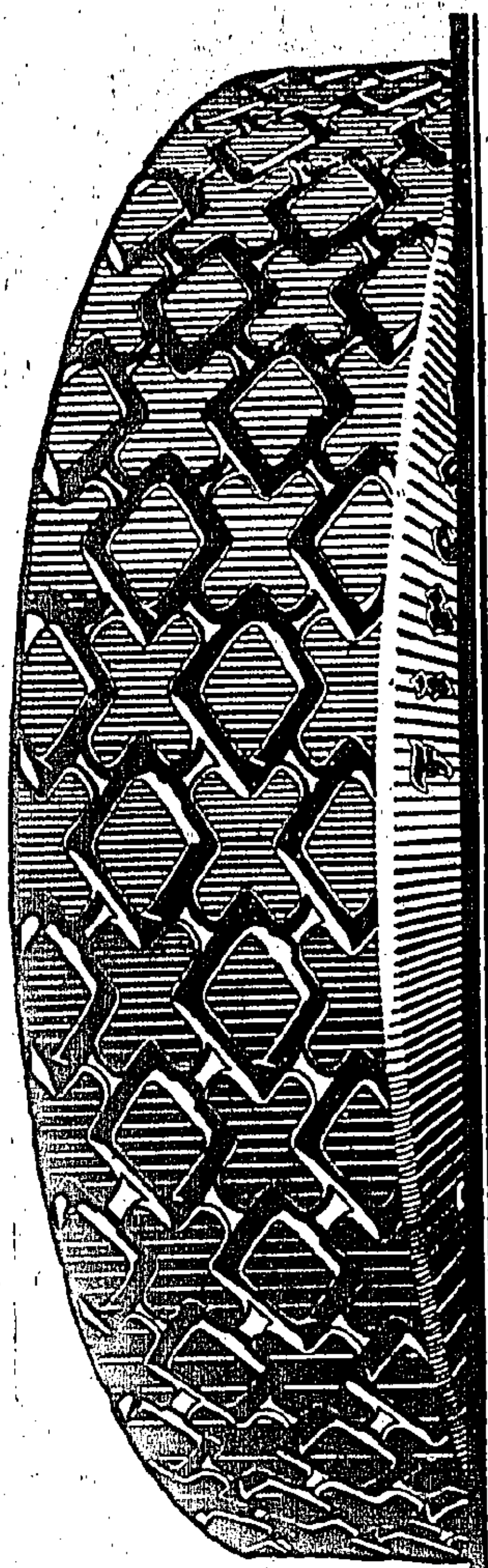
Touring	7-seater	G\$4,480
Coupe	4-seater	G\$5,370
Club Sedan	5-seater	G\$5,510
Sedan	7-seater	G\$5,625
Sedan Limousine	7-seater	G\$5,725

The above prices are for delivery in Hongkong or Kowloon. All prices and specifications subject to change without notice.

**THE DRAGON MOTOR CAR
Co., Ltd.**

Telephone Central 1246 or 1247.

88, WONG NEI CHUNG ROAD, HAPPY VALLEY.



For Big Lorries and Heavy Loads

Where long hauls are made with few stops, Firestone Non-Skid, Hi-Type Tyre is the accepted best fitting.

Its performance shows proved records for long mileage, lorry-cushioning and a sure hold.

The design allows the tyres to keep cool, and the tough resilient compound is well suited to long distance travel. The broad tread formation insures safety and good traction.

Firestone

Non-Skid Hi-Type Tyres
THE DRAGON MOTOR CAR CO., LTD
Telephone Central 1246 or 1247.
33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

TWO CARS PER FAMILY.

Although originally devised as a means of stimulating car sales, the above slogan is worthy of serious consideration from the standpoint of convenience and ultimate economy. To the city dweller particularly, the past few years have demonstrated that the "all purpose" car is farther than ever from being a reality. On the contrary, there has been a more definite differentiation taking place between the qualities demanded in a family vehicle, for long distance travelling, and those required in a handy car for running errands and other short distance service, under urban conditions. The former car should be of liberal size and driven by a powerful and smooth running engine, to insure comfort on long journeys and, necessarily, will not be the cheapest kind of a car to operate. Moreover, it will lack the utmost in manoeuvrability and economy of parking space. On the other hand, a small car can be bought for very little money, which will serve perfectly for all runabout purposes, will operate with a minimum of tyre and gasoline expense, be far easier and quicker to manoeuvre and park than a big car and stand the rough usage and collision hazards of town driving with less repair expense than a larger, costlier car. It is frequently found that if costs no more or even less to keep two cars—one of each of these types—through a term of years—than to keep a big car only and to use it for all "trucking" and errands as well as for its appropriate purpose—long distance trips.

Oil Circulation Failure.

Question.—There has been a knock in my Ford engine, ever since last summer, and I noticed, when I had the bottom plate off the crankcase, recently, that the timing gears and the front bearing had no oil. Do you think that these gears running dry has anything to do with the knock? It seems to me that the oil-pipe run-

ning to the front may be plugged. Answer.—If the timing gears receive no oil, the most likely supposition is that this oil distribution pipe is obstructed, for all oil that is raised from the reservoir, by the flywheel, is supposed to be conducted through this pipe, directly to the timing-gear compartment and then to be splashed about to supply the connecting rod troughs, etc. You should not run this engine again until you are sure that there is a free movement of oil through this pipe. This knock may be the result of the gears running unlubricated or it may be that the front main-bearing has suffered. When you get the oil circulating again, you can tell if permanent damage has resulted.

Knock Came With the Car.

Question.—I have a high-grade car, run but 3,000 miles, which from the first had a knock in the engine, which I was assured by the dealer would "wear itself out" after a couple of thousand miles driving. It has not done so and now the dealer says it is caused by a slapping piston, which he is going to replace. Do you think, after this is done the engine will be as good as it should have been in the beginning? Should a car that cost more than \$3,000 develop this trouble?

Answer.—Knocks seldom wear themselves out. On the contrary, they usually increase in severity and every intelligent man in the business knows this. There is very little excuse for the existence of such a defect, especially in an expensive car like this. If the knock is actually from a slapping piston and the bore of this cylinder is perfect in all respects, the installation of a new piston and rings of correct size and properly fitted, should render this cylinder as quiet as the others, but if there is anything wrong with this bore, as to size or otherwise, the replacement may not prove an entire success. You better follow up this job pretty closely.

THE FIRST 1,000 MILES.

How to Ensure Long Life for New Cars.

(By Capt. E. de Normanville in the Daily Chronicle.)

From inquiries that I have been making, it would appear that new motor-cars are taking the road at the present time at the rate of about nearly 650 a day.

How many of those new cars will be treated with the full measure of sympathetic handling which their newness demands?

It cannot be too generally known that the performance of most cars can be almost ruined in the first 500 miles, and that even the "best tested" new car will give much better results in the end for care-

ful driving for the first 500 or 1,000 miles.

This comment is naturally more applicable to the popular car than to the powerful machine. In the latter case normal speed requirements are within its "comfortable gait."

Longevity Rule.

For the first 500 miles the average car should not exceed 30 m.p.h. on top gear—and the same engine speed (or thereabouts) on an indirect drive. If for the second 500 miles you never "exceed 40," the restraint will be more than amply repaid.

Friends sometimes express surprise at the sound condition and tune of my cars after 10,000 miles. I ascribe their excellent mechanical condition to adhering religiously to the practice of this "steady for the first 1,000" wearing process.

Some manufacturers fit baffles to the induction system to ensure such care, and take them out gratis. It is an excellent scheme.

DISFIGURING SIGNS.

Preserving Countryside Beauty.

In a campaign against the spoliation of the British countryside by disfiguring advertisements, The Autocar remarks that there are signs of a healthy growth of public sentiment in this direction,

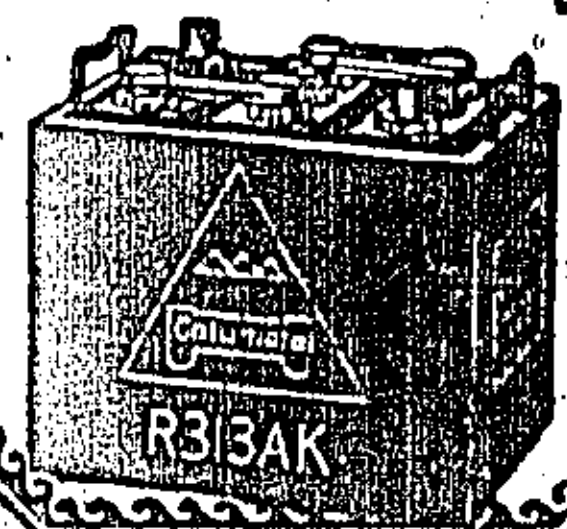
so that we are not altogether without hope for the preservation of those rural charms that still remain to us. Nevertheless, if the higher reaches, so to speak, of the automobile industry do not take some steps to curb the rampant riot of their inferiors, Parliament, in response to educated public opinion, will be under the necessity of passing more stringent laws than the mild and permissive ones now on the Statute Book.

Columbia Storage Battery

Now you can purchase a powerful, long lasting Columbia Battery at a price lower than ever before.

No other make of battery offers you the same combination of high quality and low price as the Columbia.

THE DRAGON MOTOR CAR CO., LTD.



THE MOTOR CYCLE HOUSE

Every discriminating motor cyclist knows that the name

ALEX. ROSS & CO., Ltd.

stands for all that is best in motor cycling!

WHY? — Because—

THEY have the best lines in Hongkong.
THEY guarantee their cycles.
THEY give you three months free service.
THEY give the Purchaser the best deferred terms, 1/4 Down, balance to suit buyer.
Where can you get more for your money?

ANY OF THE FOLLOWING ARE TROUBLE-FREE

A. J. S.
DOUGLAS
INDIAN
TRIUMPH
FRANCIS-BARNETT

Including Accessories

1927 Models waiting for you

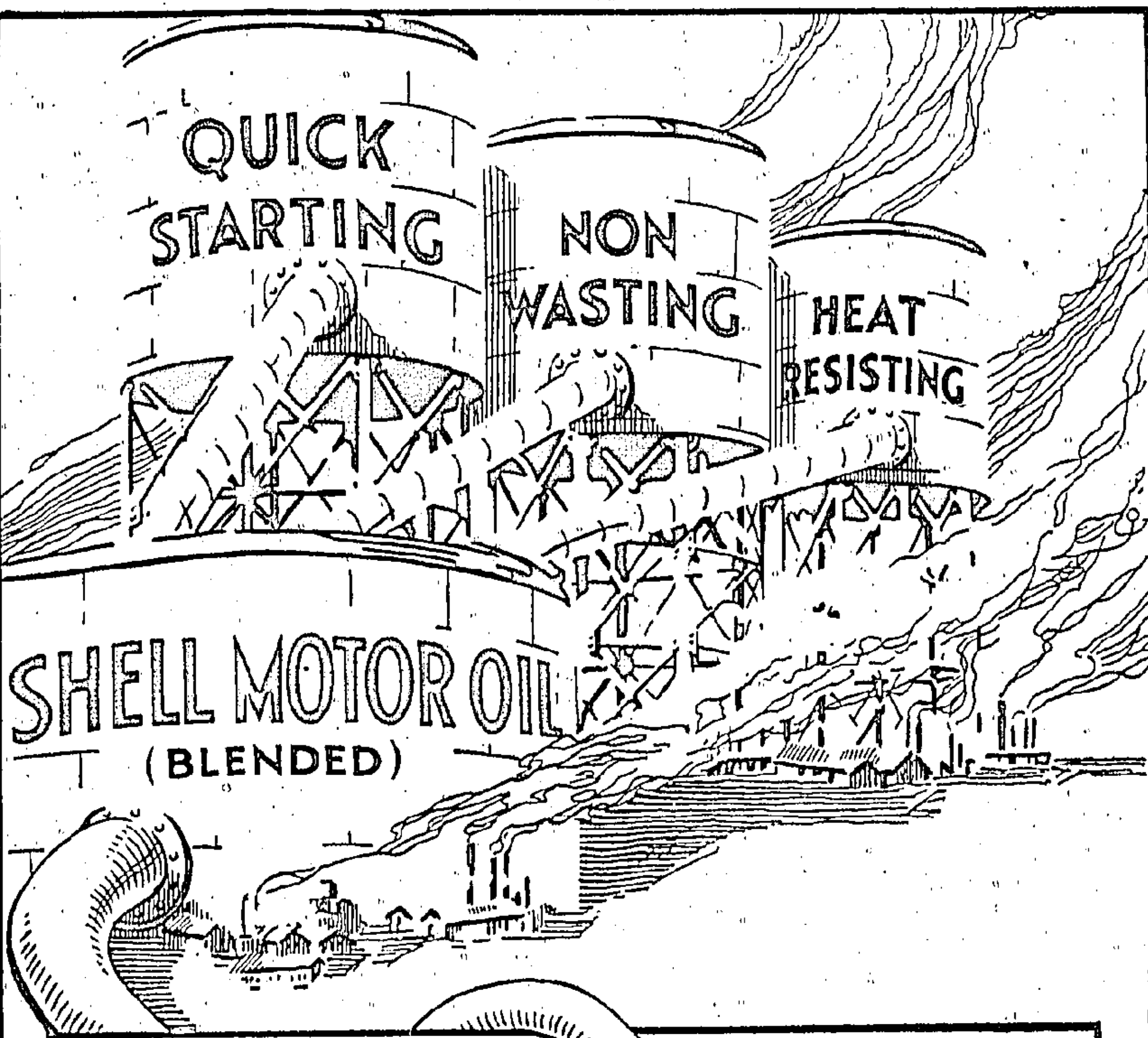
AND DON'T FORGET—

Terms to suit YOU

ALEX. ROSS & Co. (China), Ltd.

New Offices, May 1.—Prince's Building.

2 floor.—Ice House St. Entrance.



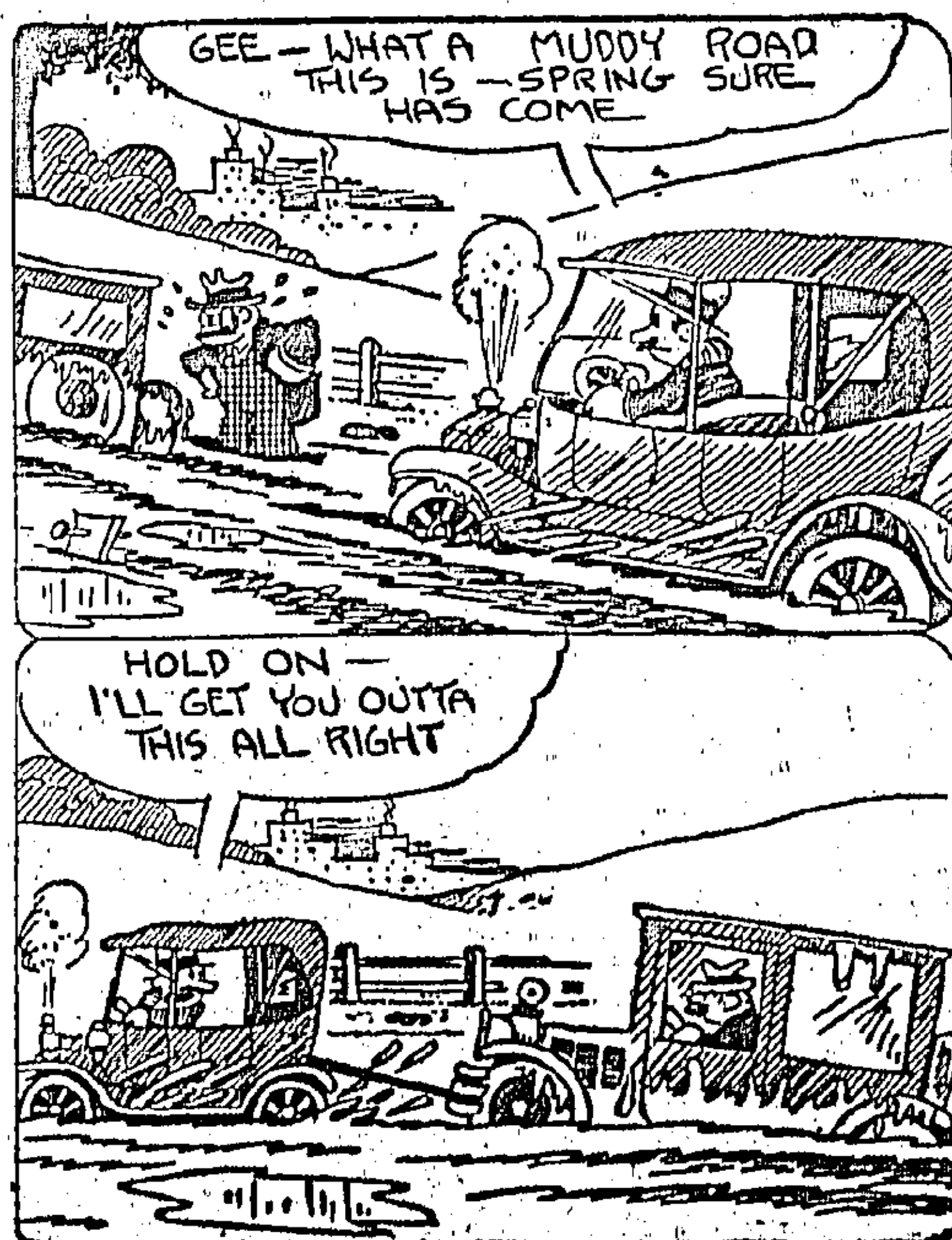
SHELL offers you motor lubricating oil scientifically blended to do properly the three things which oil ought to do.

1. At cold air temperatures it is free flowing to give quick starting.
2. At crankcase temperature, relatively thick to ensure economical consumption.
3. At cylinder temperature it has good fluidity to reduce friction but retain sufficient body to ensure efficient lubrication.

Shell Oils as sold to the public are exactly the same as were used to set up the world's speed records of 1926 for both cars and motor cycles.

Asiatic Petroleum Co. (S. China) Ltd.,
ASIATIC BUILDING.

AS GOOD AS SHELL SPIRIT



RESERVED PARKING NOT FOR SALE.

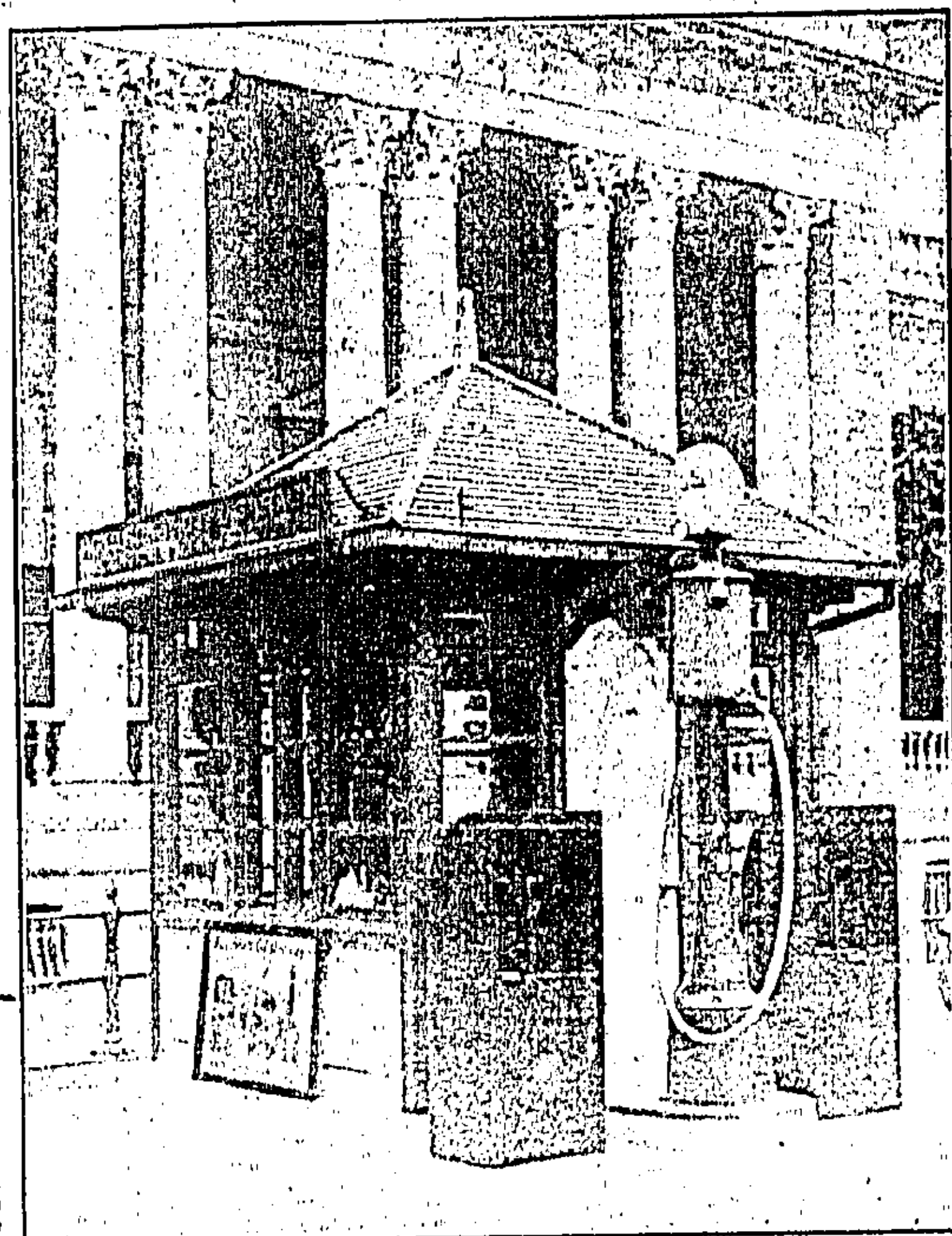
Lincoln, Neb., April.—A novel solution to the parking problem was offered here by the city

mayor who suggested selling motorists a reserved parking space on downtown streets at the rate of \$5 a year.

However, a Lincoln lawyer proved the plan illegal before further action could be taken.

PERPETUAL PLATES.

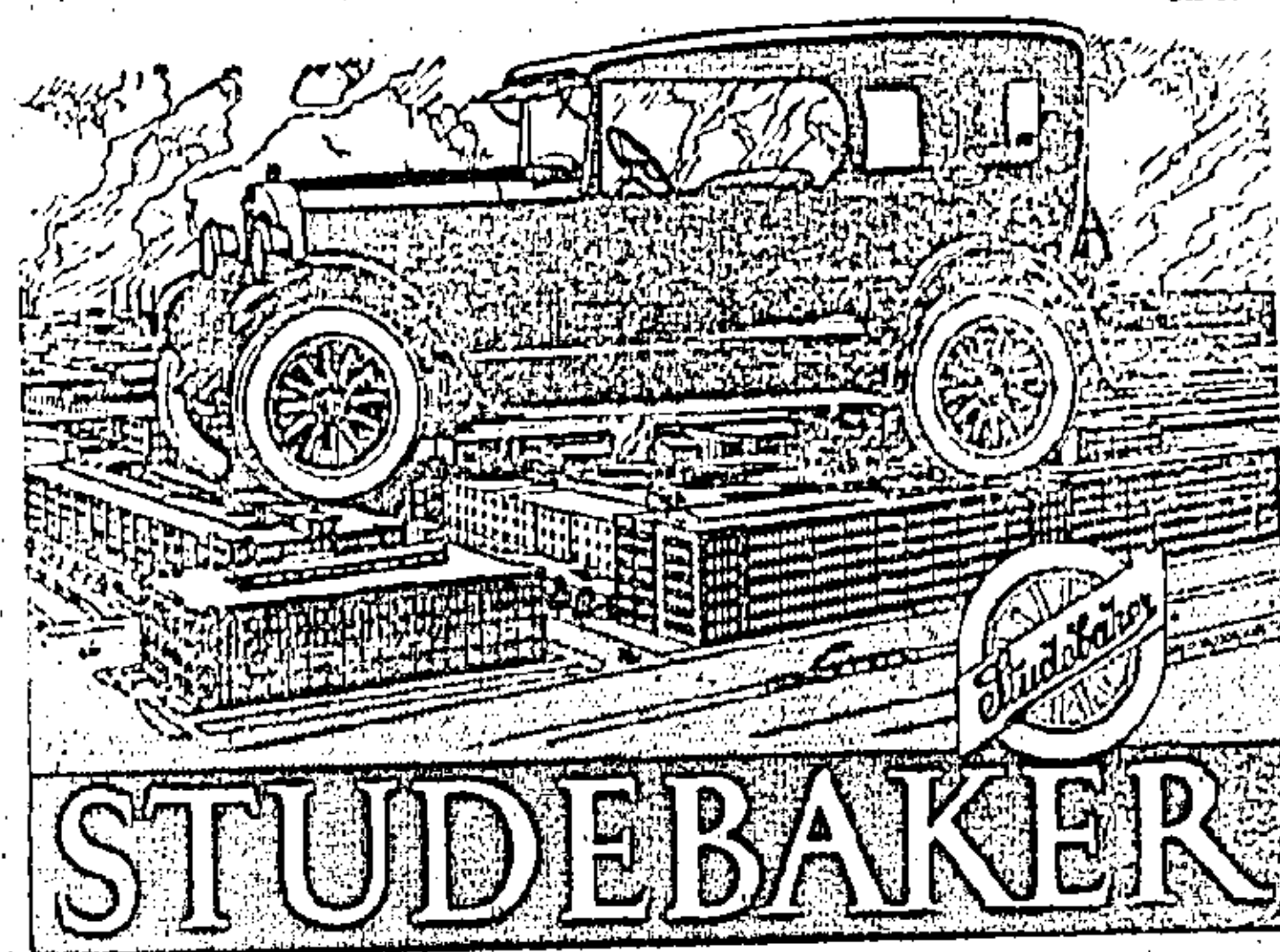
Michigan is contemplating passage of a law providing for perpetual license plates for automobiles. To make up for the loss of revenue in annual registration, the proposal suggests doubling the 2-cents gasoline tax.

MOTOR SPIRIT **SHELL** MOTOR OILS.

CENTRAL FILLING STATION
OUTSIDE CITY HALL, HONGKONG.

The Asiatic Petroleum Co., (South China) Ltd. Hongkong.

1,000 New
STUDEBAKERS
Each Day!



**CARS OUTCLASS IN POWER
& FLEXIBILITY ALL OTHERS
OF THEIR SIZE AND WEIGHT.**

HONG KONG DELIVERED PRICES.

ERSKINE SIX. 16.54 H.P.—107" W.B.			
Tourer	5 seater	G.\$1,200	
Business Coupe	2 seater	1,200	
Custom Coupe	4 seater	1,300	
Custom Sedan	5 seater	1,300	

WITH WIRE WHEELS. STANDARD SIX. 27.34 H.P.—113" W.B.			
Folding Top Phaeton	5 seater	G.\$1,450	
Duplex-Roadster	3 seater	1,455	
Folding Top Sports-Roadster	3 seater	1,485	
Duplex-Phaeton	5 seater	1,490	
Folding Top Tourer	7 seater	1,530	
Couch (2 Door)	5 seater	1,600	
Couach Club Coupe	3 seater	1,630	
Custom Victoria	4 seater	1,700	
Custom Sedan	5 seater	1,710	
Custom Berlin	5 seater	1,780	

BIG SIX 120" WHEELBASE. 36.04 H.P.—120" W.B.			
Duplex-Sports-Phaeton	5 seater	G.\$1,785	
Folding Top Sports Roadster	3 seater	1,835	
Duplex-Roadster	3 seater	1,870	
Club Coupe	5 seater	1,905	
Custom Brougham	5 seater	2,030	
Custom Victoria Chancellor	4 seater	2,050	
Custom Berlin	5 seater	2,065	
Fire Chief Duplex-Roadster	3 seater	2,090	

BIG SIX 127" WHEELBASE. 36.04 H.P.—127" W.B.			
Duplex-Phaeton	7 seater	G.\$2,220	
Folding Top Phaeton	7 seater	2,220	
"President" Sedan	7 seater	2,675	
"President" Berlin	7 seater	2,765	
"President" Limousine	7 seater	2,925	

All prices include 4 wheel brakes spare wheel, tire and tube, windshield wiper, handview mirror, bumpers, spare horn, tools etc., etc.

THE HONGKONG HOTEL GARAGE
25, Queen's Road, Central.
(THE HONGKONG & SHANGHAI HOTELS, LTD.)

MOTOR NEWS FROM GREAT BRITAIN.

Interesting Developments—Wolseley's Future.

[By R. A. C. for The Hongkong Telegraph.]

Industrial Developments.

A number of interesting developments and changes have recently taken place in the British Industry. The business of A. C. Cars Ltd. has been purchased, lock, stock and barrel by Mr. S. F. Edge, who has for a long time past been its Governing Director. Mr. Edge's policy is to maintain a relatively small business, turning out every car under the most exacting supervision, and emphasizing low running costs as against low first cost. In the manufacture of A. C. Cars, there will be no petty savings by the use of cheap materials. Dead weight is cut down to a minimum not by reducing strength, but by employing the most suitable materials, regardless of cost.

Messrs. Arrol-Johnston Ltd., the makers of the well-known Arrol-Johnston and Galloway cars, have purchased the business of the Aster Engineering Co., including their 'sleeve valve' manufacturing rights. The Arrol-Johnston and Galloway models will continue as before, but in addition a six-cylinder sleeve-valve model will be introduced, having a 24-70 h.p. engine. Furthermore the electrical and marine work hitherto conducted by the Aster Co. will be continued in special shops.

It is confidently anticipated that the troubles of the Wolseley concern have been terminated by its purchase by Mr. W. R. Morris. The Wolseley business was practically put up for auction, and several big interests were disposed of bid for it. For a time it was in doubt whether future control would not be vested in the hands of an American syndicate, and it is a matter for congratulation that the firm remains, in all senses of the word, British. The recent failure of the Wolseley Co. was due entirely to matters connected with finances and management, and had no connexion with the firm's products. In fact, the outstanding merit of the Wolseley Light Six, introduced at the last Olympia Show was universally recognised.

In 1919, the Siddley-Deasy Co. was amalgamated with the motor department of Armstrong-Whitworth. A company was formed, known as the Armstrong-Whitworth Development Co., and this owned the undertaking known as Armstrong-Siddley Motors, Ltd., builders of cars and also of aero engines. It also owned the Armstrong-Whitworth Aircraft business, manufacturing aeroplanes. The name of the holding company has now been changed to the Armstrong-Siddley Development Co. The programme will, of course, remain unchanged, the undertaking having since 1919 produced more 6 cylinder cars than any other European manufacturer.

The demand for Triplex Safety Glass has increased so considerably of late that the manufacturers, although already possessing four factories in various parts of the world, are now putting up a fifth which will presently be completed. More and more private motorists are following the example of the services and of the police in specifying the use of Triplex Glass on their cars.

Trials and Races.

The greatest recent event in the way of speed performance, is of course, the record established by Major Segrave with his 1,000 h.p. Sunbeam racing car, with which he, for the first time, exceeded a speed of 200 miles per hour, on one run actually reaching 207 miles per hour. A performance of this kind reflects credit, not only on the makers of the car, but on those responsible for every detail and accessory. Thus, for instance, it almost goes without saying that Major Segrave followed the example of nearly all other record breakers on the ground or in the air, in taking their maker's advice to "fit and forget" K. L. G. sparking plugs, which are one of the many popular lines exported from Great Britain by Messrs. S. Smith and Sons.

A more normal type of Sunbeam car, namely a 3 litre super-sports model, recently finished first in the speed trials in Switzerland and made a new Swiss record of 129.3 miles an hour.

For the 24-hour Endurance Grand Prix 1927, three privately owned 3 litre Bentley cars have been entered. These are practically identical with the Bentley which attempted the 24-hour record in France last year but, owing to an appalling thunder-storm, had to give up after 17½ hours, during which an average of over 101 miles an hour had been maintained.

The annual hill climb organised by the Monaco Automobile Club was this year won for the third time in succession by a 6 cylinder A. C. in the 2 litre class. The winner was Mrs. Victor Bruce, who put up the fastest time, following upon

her 70 hour drive from John-o'-Groats to Monte Carlo.

British Motor Cycles and engines continue to sweep the board in races and trials all over the world. In the Colmore Cup Trial, B. S. A. riders secured three special awards, 5 gold medals and 7 silver medals. In the Victory Cup Trial the prize for the best solo performance also went to a B. S. A. rider.

As the Motor Cycle points out, very many of the trials now held in Great Britain are calculated primarily to prove the capabilities of motor cycles under what are called colonial conditions; that is to say, for cross country work and over un-made roads and steep hills. One of the stiffest of all is the Southern Scott Trial. In this event five Triumphs were entered, and all completed the course; one rider winning the Northern Cup.

The annual award of the Motor Cycle Union for the most meritorious observed performance of the season has recently been gained by Messrs. Norton Motors; the certified trial consisting of fifteen hundred miles running, including a hundred continuous ascents and descents of a famous test hill in the Welsh mountains. The award reflects credit, not only on the makers of the machine, but also to a very appreciable extent upon Messrs. Hans Renold, who supplied the chains responsible for the transmission of power throughout this very gruelling test.

In the matter of high speeds, a very sensational performance was recently put up at Brooklands by Mr. Herbert Le Vack on his 496 c.c. New Hudson, who won a race over a distance of about 9 miles, at an average speed of nearly 95 m.p.h., and actually completed one lap at an average of over 100 m.p.h.

On the continent of Europe, a team of B. S. A. motor cycles secured the team prize in the Paris-Nice trial. The three riders all secured gold medals and lost no marks over a very stiff course, which only about two-thirds of the entrants were able to complete at all.

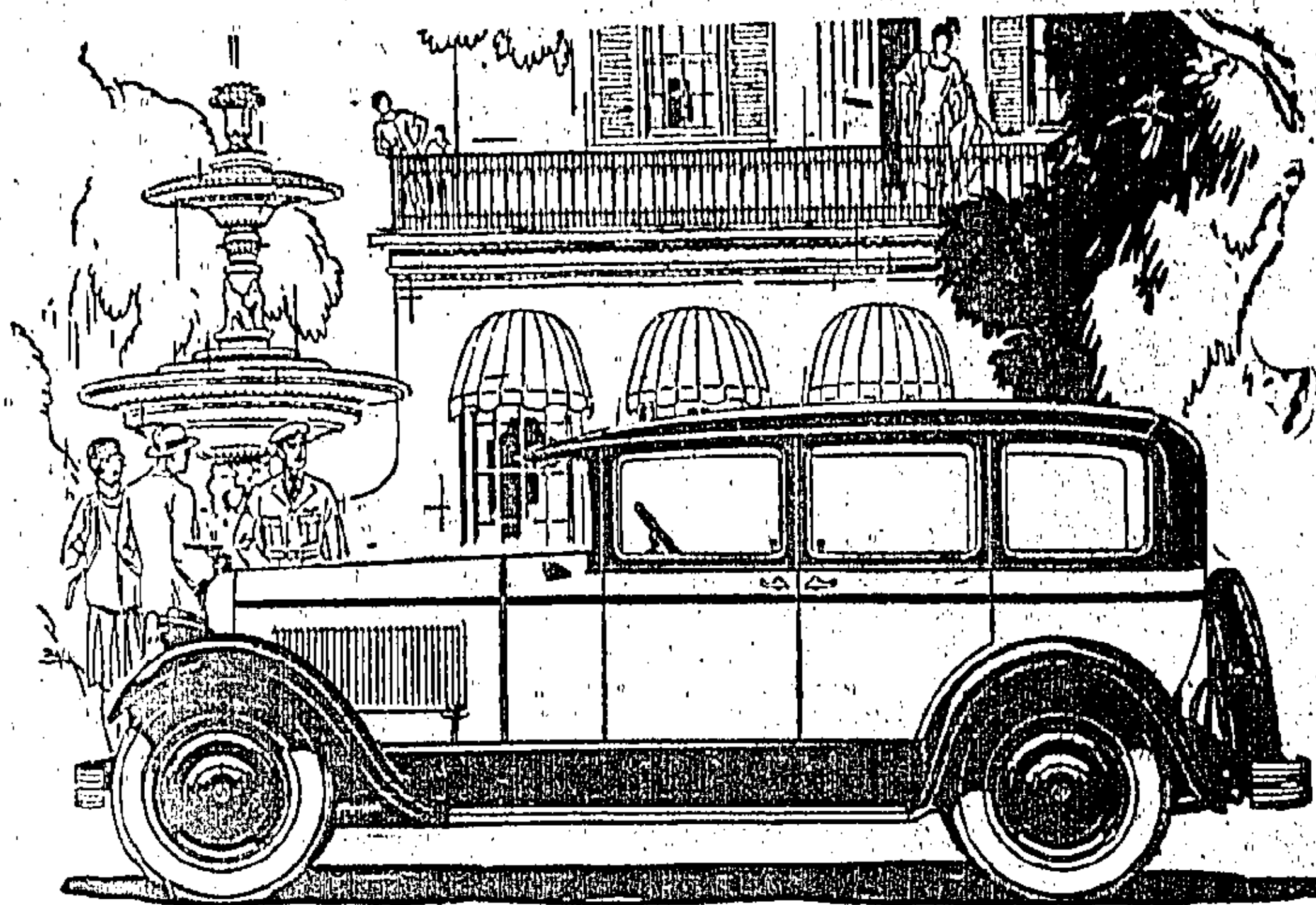
The Motor Cycle draws one's attention to the fact that, in this trial, a large number of foreign machines equipped with British engines competed and put up admirable performances. For example, machines with Villiers engines won five premier awards. Four of these were little engines of 172 c.c. fitted to machines which all secured gold medals and cups. The fifth was a 350 c.c. engine on a machine with side-car which won a gold medal, a challenge cup and the French Touring Club shield.

As regards long distance pioneering journeys, two B. S. A. riders are in process of making a journey round the world. The Motor Cycle states that two other couples on other makes are also attempting a similar performance, but over somewhat different routes.

The owner of a Triumph motor cycle and side-car recently journeyed with his wife, from Bulawayo to the Cape, a distance of over two thousand miles. Fourteen days were occupied in travelling, the average petrol consumption was nearly sixty to the gallon, and the only trouble to the motor cycle was a single puncture.

Evidence Of Durability.

Some of these last named tests are really of durability rather than of speed, and it is on the strength of durability and economy that the products of the British Motor Industry appeal most strongly and most widely. Many British models are capable, without the aid of exceptional circumstances, of a life expectancy of as much as two hundred thousand miles, coupled with low repair expenses throughout the life of the vehicle. The question of economy is not determined by first cost. For example, some people are in the habit of paying about £200 for a car and replacing it every two years, scrapping the old one. The total expenditure in that case is £1,000 in ten years, whereas the £1,000 in such a model as the British "Star" car, to mention one well-known car famous for its durability, would have paid out about £400 in the first instance for one car which would have lasted the whole period, and, in the meanwhile would have had the additional pleasure of handling a first class article. I have selected this particular make for mention because I have just seen a very amusing testimonial from a place in Australia called Woy-Woy. It refers to a car about 25 years old, which the owner says is still "a monument to the unapproachable skill and honesty of material used by the British engineers." Among other enthusiastic colloquialisms this particular "Star" user writes as follows:—"I use her for hauling wood, stone, coke and any old thing that requires transporting from one



The Car You've Dreamed of
at a price that makes your dream come true

GENERATIONS of fine coachwork are a fitting background for this new Studebaker Standard Six DeLuxe Sedan. Low slung all-steel body with high lustre cellulose finish in pleasing new color harmonies. Silky mohair upholstery with distinctive broadcloth trim. Deep piled carpets, front and rear. Silk-blinds, interior light and other fittings. Studebaker's safer all-steel body is fitted with an entirely new draught-proof windscreen (exclusively Studebaker) which ventilates in rainy weather without admitting moisture. The novel dashboard is well arranged and

indirectly illuminated—no night glare. Hydrostatic petrol gauge and engine thermometer are mounted with other indicators for the owner-driver's convenience.

Abundant, economical power in its quiet six-cylinder L-head motor offers thrilling speed or an easy walking gait. Four-wheel brakes to stop instantly, safely, even on wet roads; full size balloon tyres and extra long springs smooth out road surfaces.

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BUILDERS OF QUALITY VEHICLES FOR 75 YEARS

MORRIS'S WAY.

Beat Oxford Council.

The civic fathers should be glad that Mr. Morris, of Oxford and Cowley fame, does not reside here, says the *Sydney Sun*.

In the city of Oxford the council decided, in the face of technical opposition, to lay tramway services in some of the main streets. Mr. Morris objected, and offered to run a 'bus' service. He met with a refusal, and was advised that no one would be licensed to ply for hire in buses on the city streets.

Next morning posters appeared all over the city. "Watch Morris." The Morris 'buses' duly appeared, but kept strictly within the letter of the law. They did not ply for hire in the technical sense. Every tobaccoist in the town had been supplied with rolls of tickets which were accepted on the buses in lieu of fares.

The council was helpless, and the tram project was dropped.

place to another on my baronial estate. Andy Kerr, the Coogee Bunyip, will put up the 'dough' on my say so."

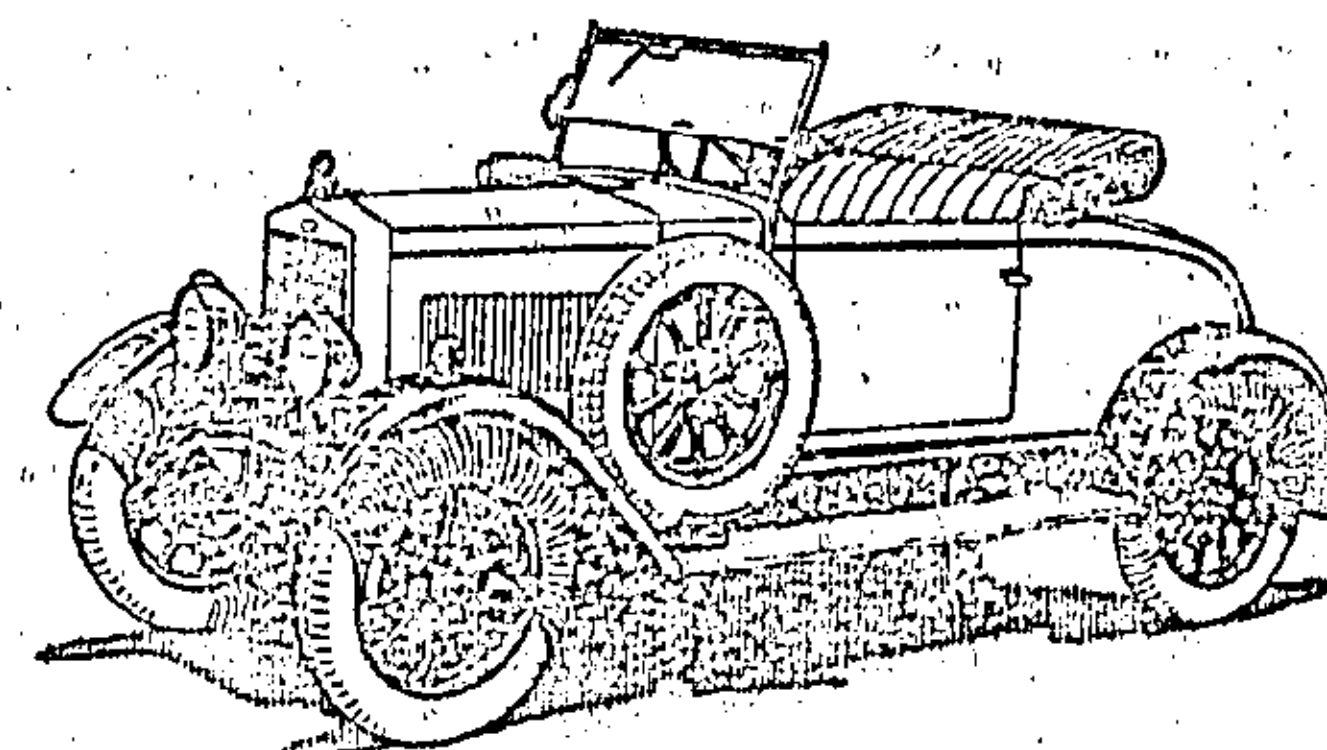
One enthusiastic owner of a 14-20 h.p. Wolseley purchased in 1909 has kept exact records of each year's work. He can still touch 44 m.p.h., and cover nearly 35 miles to the gallon under favourable conditions. During last year his mileage was about seven thousand miles and the total cost per mile, including tyres, repairs, taxes and everything else was 2.8 pence.

Among commercial vehicles the team of Leylands which recently won the Commercial Motor Users Association's challenge cup have covered respectively 247, 214 and 220 thousand miles.

A Somerset cider distiller tells me that his 2½ ton Guy has now exceeded the two hundred thousand mile mark and appears to be equal to several further years of excellent service. The petrol consumption is about 11 miles to the gallon and the quantity of oil used is negligible.

At times British manufacturers receive complaints which have a humorous aspect, and are in a sense complimentary, since they indicate what some people expect as a matter of course from a British vehicle. For example, the owner of a Jowett wrote recently to the manufacturers asking them for an allowance on an outer cover of a tyre which had failed after covering a mileage of only thirty-five thousand miles! Even this is surpassed by another gentleman who has indicated what he expects of the products of the Rover Co. by writing to say that he won a Rover bicycle in a raffle in 1903; now one of the pedals has broken and what is the firm going to do about it? He was evidently expecting a much longer life trouble free. The firm has met him with the generous suggestion that they are prepared to refund the cost of his raffle ticket.

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Luxury Motoring at Moderate Cost



The Morris Oxford 2-Seater.

This year's 'World' Morris still further exemplifies the startling value offered by Morris to motorists the world over.

Important advances in chassis and body design now make Morris pre-eminently the world's standard in motor car value.

Make these Comparisons!

Large new 'world' radiator—giving 50% more cooling.

Reinforced chassis of finest British steel, combining rugged strength with rigid lightness. An all-steel dash giving rigid forward anchorage.

New suspension. Extra supple springs and Dunlop low-pressure 'comfort' tyres. Complete interior equipment on enclosed models, including roof-light and smoker's companion. Bigger side-doors, straight-lined body—giving handsome appearance.

Add to this the famous Morris engine with its phenomenally low running and upkeep cost—and you have found the ideal in pleasurable motoring—at minimum expense.

MORRIS

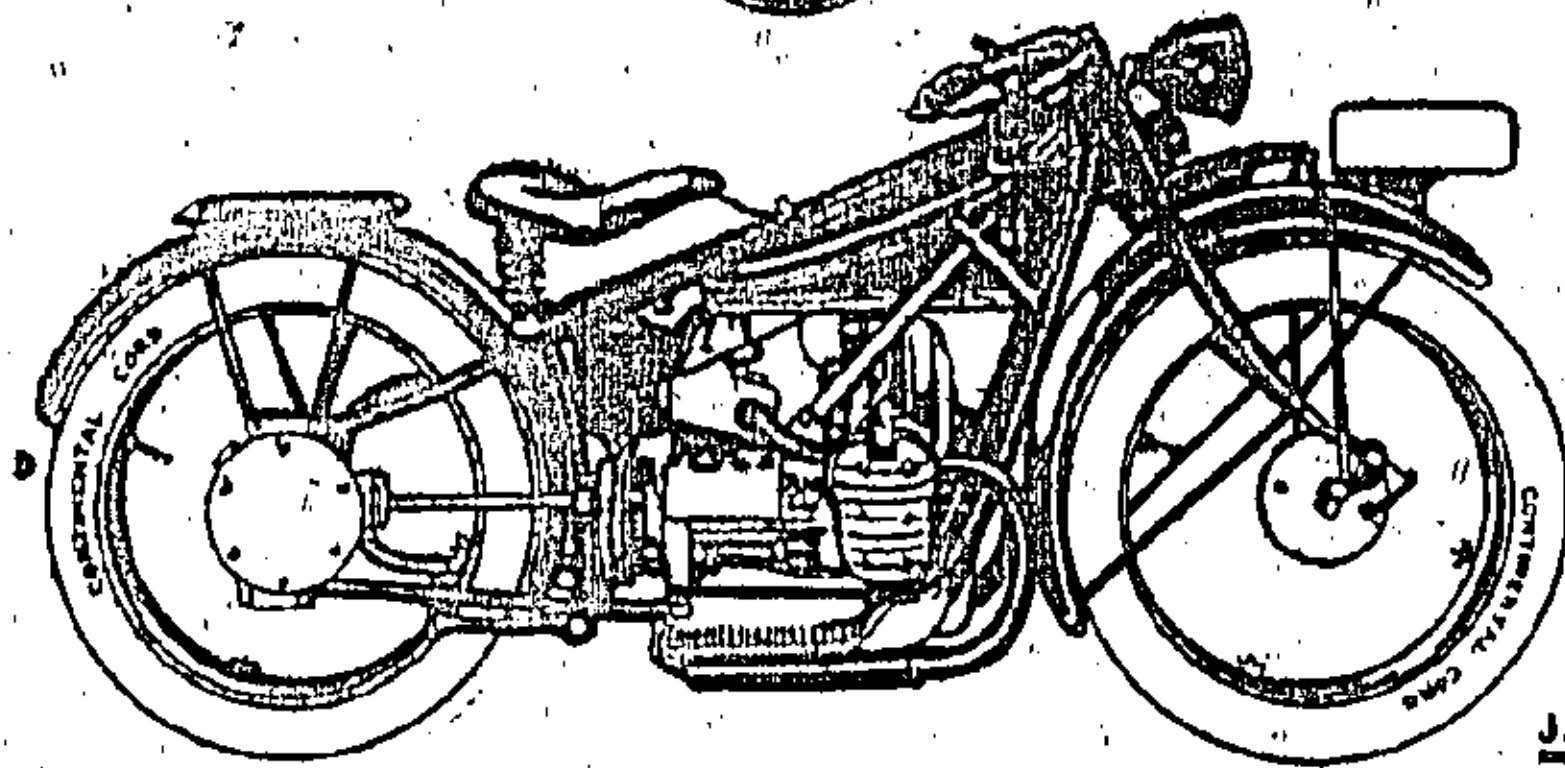
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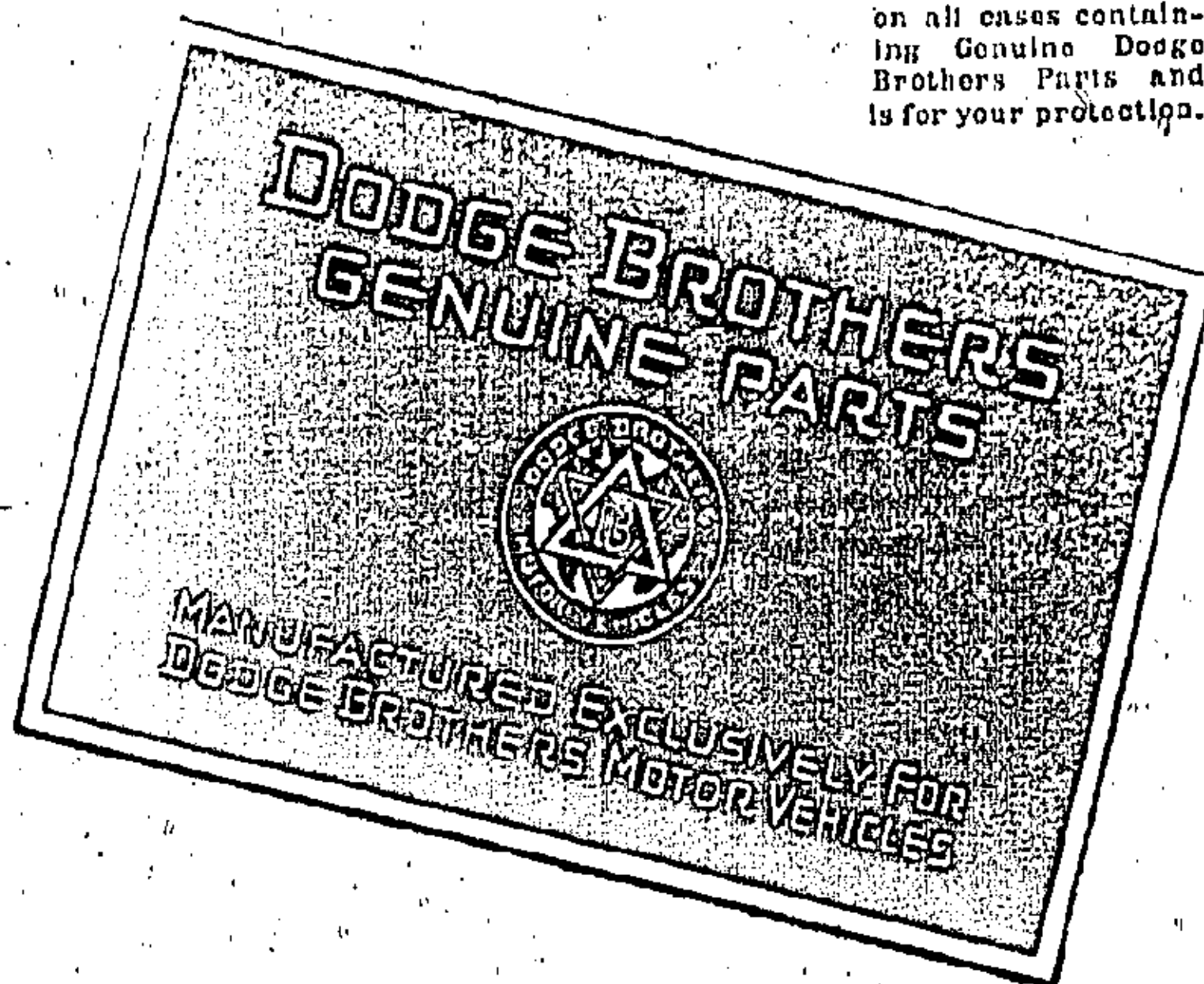
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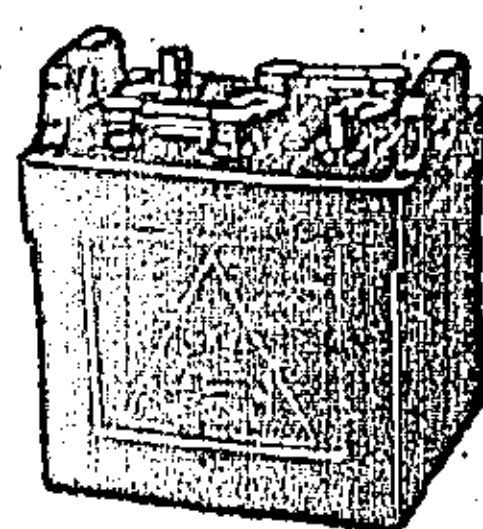


This label is carried on all cases containing Genuine Dodge Brothers Parts and is for your protection.



DODGE BROTHERS MOTOR CARS

Signs are not wanting, says *The Aurora*, that at long last the British-made vehicle is definitely advancing in popularity and taking its place in the Dominions overseas. One may, therefore, look forward confidently to an increasing total of exports in the future. A sound car, well finished and handled in a business-like way, was bound, sooner or later, to appeal to motorists overseas, and now that the long-standing handicap produced by the war has been practically wiped out, home manufacturers are able to devote their energetic attention to overseas demands. Already a number of factory representatives are in British possessions paving the way for increased trade.

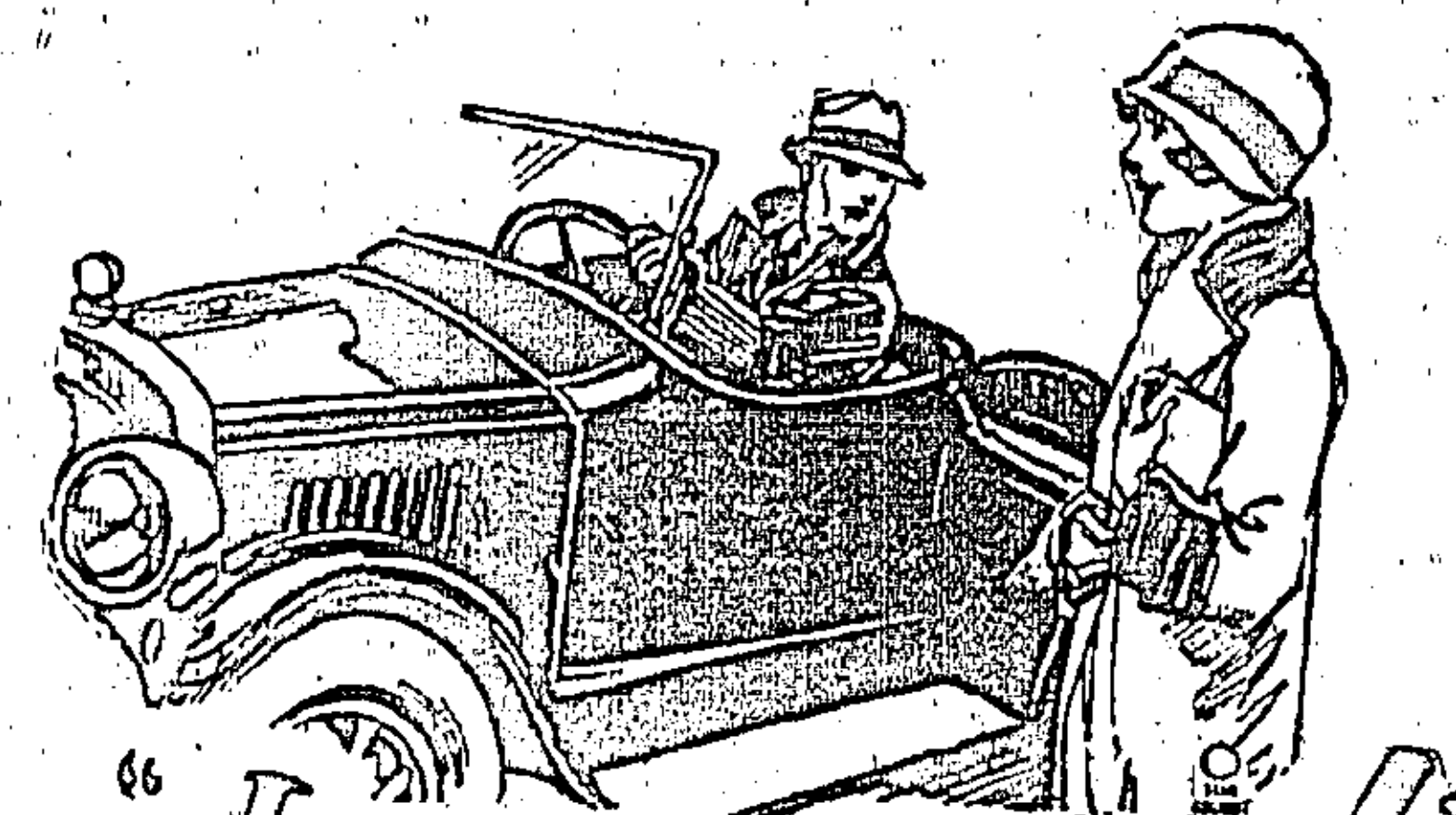


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Jump In!

There is nothing more exhilarating after the heat of the day, than a spin round the Island - - - or over in the New Territories in the - - -

BEAN SHORT
FOURTEEN

The car which gives maximum
comfort and service at minimum
expense.

Investigate the Bean

It will be well worth your while?

DEMONSTRATIONS GLADLY GIVEN

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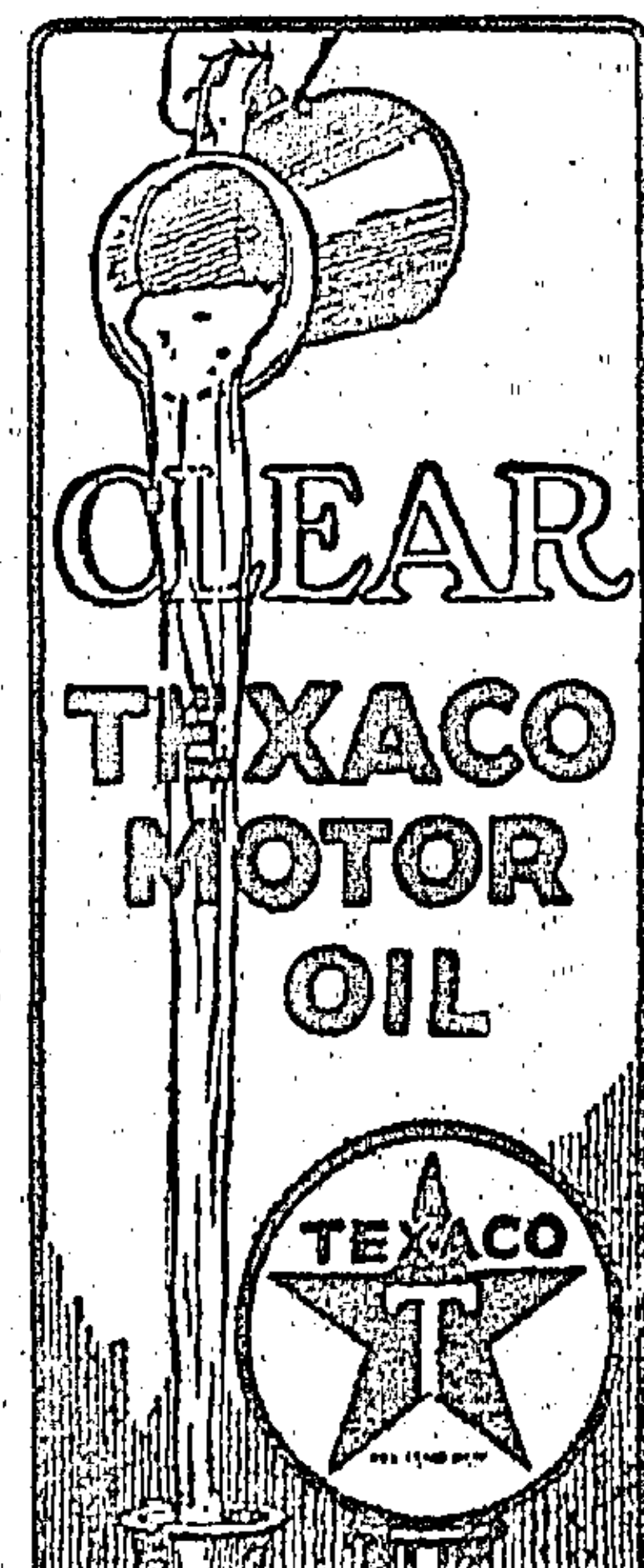
SOLE AGENTS.

"The most popular chassis, because it caters for the most insistent demand of industry, is the 30 cwt. model, and it is typical of Dennis construction that although pneumatic tyres are optional in wheel equipment and in most cases are used, this model is built to withstand easily the strains and stresses occasioned by service over all sorts of road surfaces with solid tyred wheels.

OF EACH WEEK.

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TEXACO
GASOLINE
THE VOLATILE GAS

**DISTINCTIVE
UNIFORM
QUALITY**

The Very Idea!

An elderly examiner was putting a young medical student through his paces.

"Supposing," he began, "there was a gun-powder explosion and a man was blown into the air. You, as the nearest doctor, being called in, what would you do?"

"Wait for him to come down again," was the prompt reply.

But give me a canny hour at 'em,
Ma mashie an' ma dearie, O,
An' warl'y cares, an' warl'y men,
May a' gang tapsalteerie, O.

Husband, of his wife, in Wales:
Her tongue! I have to go to foot-
ball matches every Saturday to get
a quiet afternoon.

Essex magistrate to a motorist
accused of having an inefficient
attendant: I cannot fine you less
than twenty shillings. Motorist,
in a whisper, as he left the court:
Cannot—the bar.

Kingston landlord: The tenant
pours water down the stairs,
makes a tremendous noise by chop-
ping wood, and owes 27 in rent.

Kent magistrate to a young
husband: You should try court-
ing your wife again. Husband:
No, I have had enough of courts.

"Howlers" are perennial, and
here is one, perpetrated by a Man-
chester school girl, which, says the
Manchester Guardian, happens to
be true. The class was told to
write down what it knew about
horse-racing. So this girl wrote:
"Horse-racing is a very cruel
sport. At the end of the race the
horse drops dead from fatigue and
the rider is pitched into
maternity."

The Boston, Lines, Magistrates
granted the application of the
Board of Guardians for an eject-
ment order against Henry Cham-
berlain in respect of rooms allotted
to him in the Poor Law
Institution.

Chamberlain and his wife were
received into the workhouse some
months ago as they were unable
to find accommodation elsewhere,
and were allotted rooms for which
they were to pay rent.

The rent was not forthcoming,
although Chamberlain admitted
that he sometimes earned £3 a
week, and he refused to quit.

The Clerk to the Guardians, Mr.
W. H. Lunn, who appeared in sup-
port of the application, said this
was a unique case, being the first
of its kind to be brought in the
country.

"Father," said little Sammy,
"Mr. Smith told me to-day that I
was a second edition of you."

"That was nice of him," said
father. "How did he come to say
it?"

"I asked him for sixpence,"
answered Sammy.

Teaching and truth must go hand
in hand; politics and truth rarely
do.—Mr. H. Booker.

I hope community singing will
relieve the land from the savagery
and animalism of Jazz.—Mr. Lloyd
George.

The Trade Unions Bill is the most
serious attack on Trade Unionism
since the Combination Law of Pitt.
—Mr. Sidney Webb, M.P.

Eight trombones served as a
novel "arch of triumph" after the
wedding at St. Luke's, Bath, of Mr.
John Jones, trombonist in the Pump
Room Orchestra, Bath, and Miss
Mabel Copestake, daughter of Mr.
Leonard Copestake, the tympnist
in the same orchestra, who gave his
daughter away. The bass player,
Mr. Frank Martin, was best man,
and the arch of trombones was pro-
vided by six members of the Pump
Room Orchestra and two from the
Palace Theatre, Bath. Much interest
was taken in the wedding, which
was attended by a number of other
musicians.

A husband is rung up on the
telephone. His wife is in the room,
and looks up suspiciously. The
man's part of the telephone con-
versation is as follows:—

"Hello—yes—oh, how are you,
Walter?—nice to hear your voice,
Walter—lunch to-morrow, Walter?
—rather, Walter?—yes, Walter—of
course, Walter, a business talk,
Walter—certainly, Walter—right,
Walter—goodbye, Walter—so long,
Walter."
Then, turning to his wife, he says,
"That was Walter, my dear."

POET'S CORNER.

BLIND LOVE.

Blindly she loves, and blindly I
respond,
Seeing no other face, nor form,
but hers.
Was ever couple so entranced,
so fond?
Well, blindness lasts. Our love
should last for years!
V. Hughes.

SIR FRANCIS AGLEN.

WELCOMED HOME BY SCHOOL
FRIENDS.

Sir Francis Aglen, late
Inspector-General of the Chinese
Maritime Customs, was accorded
a striking mark of popularity
among old school friends when he
was entertained to dinner in the
Prince's Room, Connaught Rooms,
London, on Wednesday, May 4, by
the members of the Marlborough
Club. Sir Francis was at Marl-
borough College in the years
1883-88. Mr. S. O. A. P. Kitchin,
president of the club, presided at
the dinner, and the company
included the Master of Marl-
borough College, General Sir E. G.
Barrow, G.C.B., G.C.S.I., Sir
Charles G. Spencer (who sat at
the same form in the College as
Sir Francis), Major-General Sir W.
G. L. Beynon, K.C.I.E., C.B.,
D.S.O., Mr. A. J. Spencer, Dr. C.
A. Allington, Major-General Sir C. L.
Nicholson, K.C.B., C.M.G., Sir
Clair Severn, K.B.E., C.M.G., and
Sir Newton Stubb.

The President, proposing the
toast of the health of Sir Francis
Aglen, said the idea of the gathering
was to congratulate Sir
Francis on the honour conferred
on him by the King and to express
to him their admiration for his
close on forty years' devotion to
duty in China and the great
assistance he rendered to the
British Empire in that part of the
world. (Applause). They all
knew, he said, that Sir Francis
had faced many difficulties of all
kinds and descriptions in China
throughout his long years there,
especially during the last few
years, but they were quite sure
that he had successfully sur-
mounted all those difficulties.
(Hear, hear).

Sir Francis on "The Sack."

Sir Francis Aglen, on rising to
respond, received an ovation. "I
can assure you," he said, "that
nothing in the whole of my career,
whether in Marlborough or in
China, made me feel prouder than
this gathering to-night. There
have been certain red-letter days
in my life, both in connexion with
Marlborough and the Far East,
but the memory of none of them
will ever efface the memory of this
occasion or compare with the feel-
ing I have over this honour. The
only time I have had anything
approaching my feeling at this
moment was when I got my 15
cap." (Applause). It gave him
extraordinary pleasure, he said, to
meet so many of his old school
friends.

Passing from school remin-
iscences, Sir Francis said he went
to China, straight from Marl-
borough, and he told the story of
how it was due to the remarkable
memory of the late Sir Robert
Hart that he received his appoint-
ment to the Chinese Customs. Sir
Robert Hart had remembered his
father, and as a result of an
article which the latter, a clergy-
man, wrote in a magazine, Sir
Robert wrote to him offering a
position in the Customs to his son
(Sir Francis). Sir Francis said
that at that time he had never
heard of Sir Robert Hart, to whose
work for China he paid a glow-
ing tribute. It was a great mis-
take, which was very often repeat-
ed in this country, to say that the
Customs system in China was
started at foreign instigation in
order to secure loans and obliga-
tions. Those Customs had
nothing to do with the foreign
Powers, and were in no way under
their direction. The Customs
were started by the Chinese at a
time when things were very much
in the same condition as they were
to-day. The trade of the East had
become entirely disorganised as a
result of the rebellion in 1854, and
ships went away without paying
any duty at all. The Chinese
then formed the Customs, and
asked for the assistance of a
foreign committee in the matter
of organisation. He spoke of the
wonderful progress of the
Customs, and said that up to
March 10 this year every penny
which had been received as re-
venue had been paid into the
Chinese bank by him. There had
been some looting, but that never
affected the Customs, which had
never lost any revenue at all. The
Customs was by no means a sink-
ing ship—it would not sink.
Referring humorously to what he
described as his own "debacle,"
Sir Francis said it was rather un-
fortunate for a Marlburian to
come home and say he had been
"sacked." Such happenings, how-
ever, had not the same relative
value in the two countries.
(Laughter). Chinese were sacked
every day. During the short time
he had been in Peking last autumn
Chinese Ministers seemed to come
and go. There was a ringing of
the changes. "I would like you to
understand that it is no disgrace
at all to be dismissed there," said
Sir Francis amid laughter. He
added: "Although I have been
dismissed no particular stigma
attaches to me." (Applause).

The toast of "The President,"
proposed by Rev. Dr. Allington,
was enthusiastically honoured.

PRETTY HONGKONG WEDDING.



Group photograph taken at the wedding of Mr. Eduardo I. R. Leitao and Miss Marie de Sousa, which took place on Sunday last at the Roman Catholic Cathedral. (Photo: Mee Chung).

CHEN'S LATEST.

PROTEST AGAINST LANDING.

Hankow, June 1.
The Japanese Consul-General
having communicated the Japa-
nese Government's declaration re-
garding the landing of Japanese
troops in Shantung to Mr. Eugene
Chen, the Hankow Nationalist
Foreign Minister replied as fol-
lows:—

"The Minister for Foreign
Affairs of the Nationalist Govern-
ment has taken note of the declara-
tions regarding the landing of
Japanese troops in Shantung,
which have been communicated to
him by the representative of the
Japanese Government at Wuhan.

"Even though Chang Tso-lin,
Chang Tsung-chang, or Chiang
Kai-shek collectively or separately
may have assented to this military
operation, it is necessary to signa-
lize it as a grave act of provoca-
tion as well as a menace not only
to Nationalist China but to every
Chinese who is not prepared to ac-
cept Japanese intervention and
dictation in the internal affairs of
his country.

A Shadow of Legality.

"There is nothing in the Laws
of Nations that can justify it, and
unless the Japanese Government
mean to invoke the precedent set
by themselves in the years when
the subjection of China was defined
and worked out in the Twenty-One
Demands was the declared policy
of Japan, there is hardly a parallel
to the military expedition in ques-
tion. This assertion is made de-
liberately and with the British ex-
peditionary force in Shanghai in
mind. Unnecessary and criminal-
ly provocative though the latter
may be, it at least pretends
to clutch at some shadow of legality
by packing most of its gunmen
within territory under so-called in-
ternational control. In the case
of the Japanese expedition there is
and can be no such pretence be-
cause neither at Tsingtao nor at
Tsinan is there any international
settlement or Japanese concession.

"Besides lacking juridical sanc-
tion, the Japanese expedition can-
not even find support in the real
facts of the general situation en-
visaged in the declarations issued
respectively by the Foreign Office
and the War Office at Tokyo. It is
a notorious fact that not a single
Japanese civilian life has been lost
anywhere on territory under direct
control of the Nationalist Govern-
ment whose seat is at Wuhan.
This has been true of the National-
ist Government when its seat
was at Canton; and it shall con-
tinue to be true when the forces
of the Revolution carry the Na-
tionalist Government to Peking.

A Lesson in Geography.

"The suggestion of the Japanese
Government that their troops must
be landed and held in readiness at
Tsingtao in order to cope in time
with any emergency that may arise
in the Tsinan district, can be ex-
ploded by directing attention to
the geographical fact that Tsinan
is as near, if not nearer, to Tien-
tsin as it is to Tsingtao and that
at Tientsin there is a Japanese
concession where Japanese troops
are or may be barracked. And
were the Japanese expedition war-
ranted—which in any view of the
case is categorically denied—such
troops could be more expeditiously
moved to the scene of any incident
in the Tsinan district.

"The Minister for Foreign
Affairs, therefore, has to protest
against the Japanese expedition to
Shantung and solemnly to warn
the Japanese Government that they
are embarking on a course of ac-
tion which, objectively based as it
is on the policy of the Twenty-One
Demands, must arouse the indig-
nation of the Chinese people and
provoke them to economic action
which it may be difficult, if not im-
possible, for the Government to
prevent."—Reuter.

HOW MUCH DO YOU KNOW?

TO-DAY'S QUESTIONS.

The following general know-
ledge paper has been taken from
the Daily Express.

Answers, for those who need
them, will be found on Page 18
of this issue.

- 1.—How did the custom of rising during the singing of the "Hallelujah Chorus" originate?
- 2.—Which is the tallest British bird?
- 3.—Which is the most recently opened of London parks?
- 4.—Which English cathedral has stained glass windows of half an acre in extent?
- 5.—Where is India's new Parliament House?
- 6.—Which swimming contest is known as "The Marine Marathon"?
- 7.—What bird proves most difficult for sportsmen to shoot?
- 8.—Which town is called "the bedroom of Liverpool"?
- 9.—What are vitamins?
- 10.—Which familiar wild-fruit is encroaching on dairy-farm land in New Zealand?
- 11.—Where is "the bridge of a thousand ages"?
- 12.—Who is "the modern Gai-baldi"?
- 13.—How many lights has the Aquitania?
- 14.—Which flower seeds are being used nowadays for cattle food?
- 15.—Which is the longest railway run in the world?

Not one of the 377 plans sent in from most countries in the world in the competition for a design for the new League of Nations building is considered worthy of acceptance by the jury of seven architects of international fame who judged them. Sir John Burnet was the British representative on the jury. The jury has decided to divide the first prize (£6,400) among the architects who have submitted the 27 best designs. It also recommends that a new competition should be held. The winner of the competition was to get five per cent. on the cost of the building and on all furniture designed by him, which would have brought the first prize up to £30,000. The influx of crates containing plans was so great that the League officials were seriously troubled to find storage room for them and a place where the judges could compare them.

Among his many duties Signor Mussolini has found time to seek honours as an agriculturist. He has entered a small farm he owns near Forlì in a corn raising competition promoted by the Ministry of National Economy in which money prizes will be awarded to farmers whose average crop per acre shows the highest percentage increase over the average of the surrounding district. "The corn on Signor Mussolini's farm was planted by the Premier himself during a visit there when he ploughed his farm behind two big snow-white oxen.

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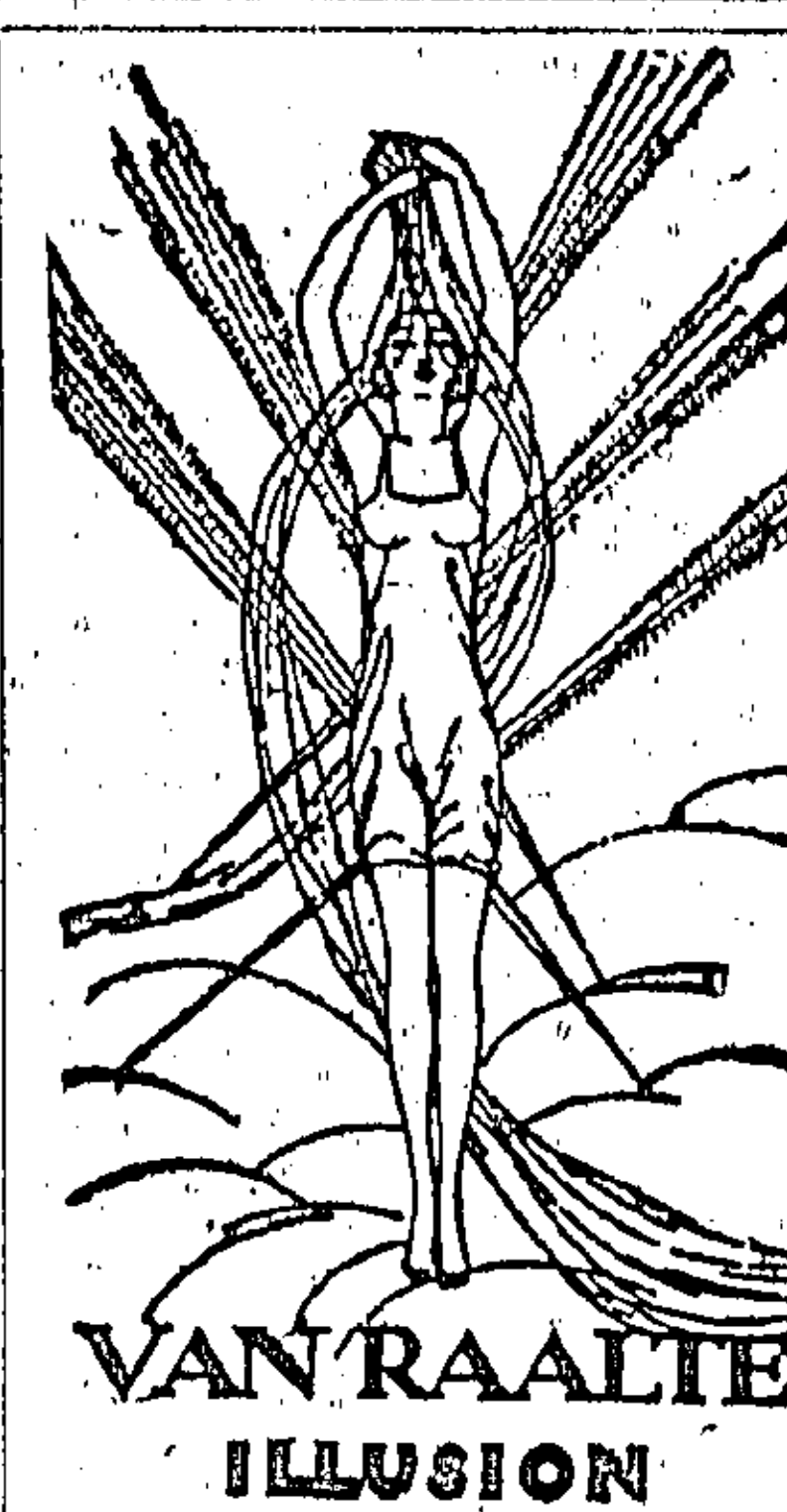
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That more than
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We are showing
something entirely
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In our window we show these dainty undies.

OUR NEW
FOOTWEAR
STYLES
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healthfully and happily, even in a tropical climate,
when Glaxo is used as Baby's food.

Glaxo is the food that has been used to rear the children
in five Royal Nurseries. Court Physicians see that
Royal Babies have the best and most nourishing food—
that is why Glaxo has been chosen.

Give your Baby Glaxo, and watch the difference after a
few days; see how restfully he sleeps, how contented he is
and how steadily he increases in weight. Ask your Doctor!

Glaxo

The Vitamin Milk-Food

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Want Sparkling Teeth?

—Here's simple new way to gain them



What film is—Dulls teeth,
invites gum disorders

Dental science now traces scores of tooth and gum troubles to a germ-laden film that forms on teeth.

Run your tongue across your teeth and you will feel it—a slippery, viscous coating. That film absorbs discolorations from food, smoking, etc. And that is why your teeth look "off color," dingy and unattractive.

It clings to teeth, gets into crevices and stays. It lays your gums open to bacterial attack. Germs by the millions breed in it. And they, with tartar, are a chief cause of pyorrhea and decay.

Old ways won't clear it off

Ordinary dentifrices and cleansing won't fight film successfully. Feel for it now with your tongue. Note how your present cleansing method is failing in its duty.

Now new methods are being used. A dentifrice called Pepsodent—different in formula, action and effect from any other known.

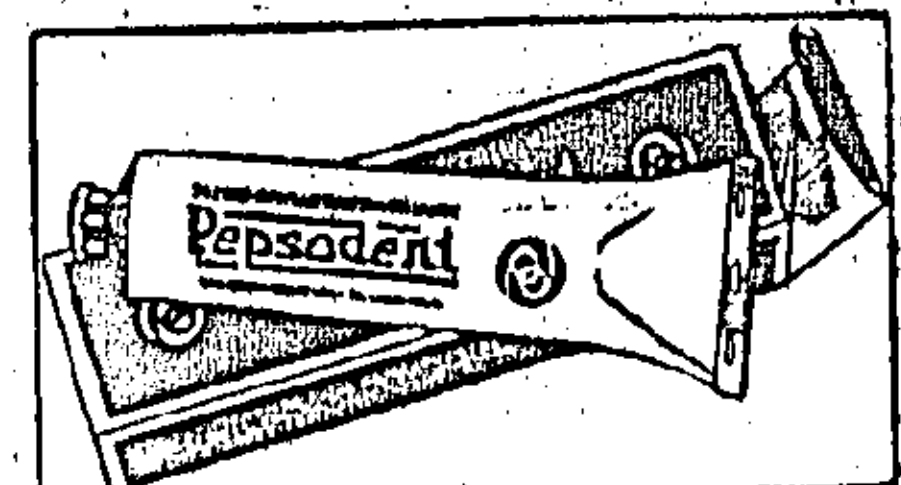
Largely on dental advice, the world has turned to this method.

Cleans film off—Firms the Gums
It accomplishes two important things at once; Removes that film, then firms the gums.

A few days' use will prove its power beyond all doubt.

Please accept test tube

To prove results, send coupon for 10-day test or buy a tube—for sale everywhere. Do this now for your own sake.



Based on modern research. Advised by leading dentists the world over. You will see and feel immediate results.

Please accept full 10-day tube free. Note the great difference in the color of your teeth and gum firmness when dingy film is removed as dentists widely urge.

THERE is now a way to restore "off-color" teeth to clear and sparkling whiteness. A way that firms tender gums and brings them healthy coral tint. Very often one's whole appearance is thus changed amazingly.

Modern dental science has found teeth rarely are naturally clouded—off color—dullish. But simply clouded by a dingy film coat that ordinary cleaning methods do not successfully remove.

Send coupon and full 10-day tube of this new method will be sent you. World dental authorities now are widely urging it. In a short time, you may work a transformation in your smile.

10-Day Tube Free

W. S. SHERLY & CO.,

Dept. CH7-18, 6 Queens Rd. Central, Hongkong.

I enclose 3 cents in postage stamps for 10-day trial tube of Pepsodent.

Name _____

Address _____

City _____

Give full address. Write plainly. Only one tube to a family.

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IS OF
THE FINEST
VIRGINIA
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AIR-
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ENSURE
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Most up-to-date machine and method for Permanent Wave. Price very reasonable.

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SHANGHAI'S FUTURE STATUS.

READJUSTMENT IS
CONSIDERED.

Shanghai and other Treaty ports are very much wanted by others, especially Shanghai. This so much wanted city—wanted by the great and little patriots of the country—is to-day the cynosure of all eyes. The National Geographical Society of America has been giving it a little attention. This magazine calls it the Cosmopolitan Hybrid of East and West.

Those people from America or Europe who have been forced to this spot by the duties of business have determined to make their home in this inhospitable climate as pleasant as possible, writes "Cymro" in the *Shanghai Times*. White men's working hours might have been framed by a visionary socialist for the year 2,000. Office hours are from ten to four with two hours rest midday. When four strikes the harassed merchant and the clerks hurry away to club or casino or golf and so on to begin "the real business of life."

The Band is always crowded with prosperous unharried Westerners and thronged with stylishly dressed men and women of leisure. It may rival the Champs Elysee or Fifth Avenue. Of course there are coolies, too, with only loin cloths. It is, too, a favourite residence of the retired official. Means of transport are various and rivals anything the world can show. It was made a treaty port in 1812. France and America set up their own Settlements but the British is the most cosmopolitan. Here there is plenty of local colour including the mandarin robe and the Indian's shirt. It is a model city with its street pavements, drainage and sanitation. It is one of the great cities of the world.

Being Considered.

This then is our city. There are a few errors in the description. But let those go. Correct and exact description is not found in much that is written about our city. The thing is we are being considered. What is to become of us is another matter. We and our fellow metics in other parts must hope for the best. Some who ought to know better say the governments should ship us home. They are blind to the local colour and its importance to the world. For the time being we must do the best for ourselves.

Should the time ever come when we could look to a central government able to be respected, that would ensure law and order and furnish adequate protection to Chinese and aliens alike, it is not unlikely that we would be averse to rest under the aegis of such a shelter. In the meantime let us put confidence in the wise men of our governments and in the moderate men of China that there shall be no cataclysm.

What must be done now is to give an answer to clamorous demands for our absorption in the confused mass of chaos that persists in the land. The Commissioner of the Foreign Bureau has made a formal request for the abrogation of rights. The Street Unions and the Labour Unions are not dilatory in making similar claims. The official and the demagogue have this similar constructive idea amongst much that is destructive, they want this solid and rich organization. They want it badly.

Demand Surrender.

They demand the unconditional surrender of Shanghai and other Treaty Ports. That is from their point of view. But there is our point of view too. There are two sides to this question as to every other. In this respect, the view of the Commissioner is a little more equitable and proper than the demagogue's. He does recognize that there are two sides. And he therefore says we shall not use force, but make the question a subject of negotiation. This implies the title of the present occupier to some claims. Negotiation implies that the balance has to be adjusted. This is a step in advance of the unconditional surrender proposition. It shows a sense of justice and that there is to be an amount of moderation exercised. Unconditional surrender is a demand of the unenlightened.

Let the question be looked at from his point of view. The patriot is obsessed with the idea that he has been robbed of something. He wants to get this back. It is quite true that a mud flat was given by the proper authorities to the alien for purposes of trade, etc. It is true there is a little imperium in imperio. But it must not be forgotten that within this the Chinese Resident has absolute equality before the law. There is no partiality. Further, he demands by unconditional surrender much more than was given.

Centre of Wealth.

The mud flat has been created into a magnificent centre of wealth. But the tenant is always given consideration for improvements. There would be no quid pro quo in unconditional surrender. This point evidently has been overlooked. The demagogues must take a little more time

to consider the matter with a mind open to actual conditions and not governed purely by sentimental emotions. A hopeful issue that would ensure permanent peace can only be achieved in so far as discussion is based on reason and due consideration of facts.

As a beginning to the solution of the complicated question now in dispute between the Chinese and foreigners over Shanghai we suggest a few salient points for the consideration of those who are insistent in the demand for unconditional surrender. This is done on behalf of the present tenants, who are assumed to be forcibly retaining that which does not belong to them.

In the first place it is necessary to say that foreigners have continued to live here in the pursuit of their various business in all good faith that they had a legal tenure. A limited area was given by the government for the use of foreigners for the purposes of commerce. In a sense, it was a measure of relief to the government of China. It should be observed that before there was any war between China and other countries, trade had been carried on in Canton. But because the authorities were averse to this commercial intercourse it was necessary to use force in order to obtain the rights to trade a right which is universally regarded as legitimate.

Taken As A Chance.

War was unfortunate but inevitable. The exclusive ideas of the Chinese made it necessary. To circumscribe the field of operations certain districts were accorded for the purpose of trade: Shanghai being one of the districts.

It was an inhospitable spot offering little promise of becoming an emporium of trade. It was speculation. The place was marshy and malarious. But by dint of patient effort, through the co-operation of foreign talents and Chinese help the place was made habitable. Capital was invested, business was attracted. The mud flat became a thriving city. Shanghai has become one of the great commercial centres of the world. As a self-governing Municipality it is most successful. The public utilities are well organized. Owing to its cosmopolitan character it is not easily administered.

The police services discharge its duties efficiently considering the immense difficulties they have to cope with. All the other departments are carried on with equal efficiency. For a city of its size and the complex nature of its people and crowded population, it is a remarkably healthy city. In the British and other Courts justice is dispensed impartially. Under the Mixed Court, so far as it was humanly possible to do so, no abuses were tolerated. Under the new regulations, by which the Provisional Court was established it cannot be charged against the Settlement that it desires to harbour political refugees from Chinese justice.

Liberty is granted to all: favour to none. Law and order have prevailed. Everyone has been protected in his lawful avocation. It has attracted business people from every land and given employment to multitudes of Chinese. The transportation services, the mills, and the shipping industries have given work to multitudes who would otherwise be idle.

Moral Demands.

This then is the Shanghai that demands something more than unconditional surrender. For it must be said that, if it had been left to purely Chinese management, it would not be the place that it is to-day. It is questionable whether there would be a Settlement at all without foreign leadership, enterprise and energy. Above all it has been free from the blighting effects of corruption in public life. It is the dread of inefficiency, of corruption, of nepotism and other similar evils that make people reluctant to surrender the place to Chinese government pure and simple. The creation of such a Settlement, the immense interests involved, the capital invested morally demand that these shall be adequately secured before they can be delivered over.

The objection is often heard that in this respect the Chinese are in a position of inferiority. The principle of equality and reciprocity is lacking. Foreign communities in China should be governed by the Chinese just as Chinese communities are governed in other countries by the governments concerned. Under proper conditions this should be so. Unfortunately the conditions are not proper in China. They never have been. It is to be hoped they will be at some future time.

The Chinese in Paris are under French laws. In the Straits Settlements they are under British laws. In California they are under the laws of the United States. The governments of those countries are able to guarantee protection to aliens as they do to their own people. They are equal before the law. But China has never been able to afford similar protection to strangers within its gates. Therefore there can be no reciprocity; equal exchange is impossible. The old officials were hampered by tradition. The government was cautious and fearful of consequences.

FOOTBALL COUPONS.

AN ILLEGAL COMPETITION.

The question of the legality of a football competition published in a paper called the *Racing and Football Winner* was raised in the King's Bench Division recently in an action between Turf Publishers, Ltd., and Others v. Davies, which was an appeal from a decision of the Merthyr Tydfil Justices.

Appellants were the Turf Publishers Ltd., of London, and Odhams Press, Ltd., of Long-acre, London, respectively publishers and printers of the paper, who had been convicted of an offence against the Ready Money Football Betting Act, 1920. The case presented by the magistrates stated that the copy of the paper in respect of which the informations were laid contained a football contest, and the announcement that £100 would be paid for the most successful coupon forecasts of a number of given football matches. It was stated that a competitor might send in any number of coupons containing forecasts.

Lord Hewart: If one wanted to send in thirty forecasts he would have to buy thirty papers at two-pence each?

Sir Travers Humphreys (for the appellants): That is so.

The justices held that in many cases the paper was bought for the sake of the football coupon, and upon that Sir Travers Humphreys argued that the facts did not justify such a finding, for while the weekly circulation of the paper was from 60,000 to 80,000, only about 20,000 competitors took part in the football skill contest.

Lord Hewart observed that each competitor might send in several coupons. If each person who bought the paper sent in four coupons, that would account for the whole of the circulation.

Sir Travers Humphreys suggested that the statement made meant that 20,000 coupons were sent in. Mr. Justice Shearman: I do not profess to know much about these things. What is a "nap?"

Sir Travers: I am afraid I have even less knowledge than your lordship. I will ask my junior (Mr. B. P. Morle). (Laughter.)

Lord Hewart: As I understand it, a tip is a tip that a horse may win; and a special nap goes to even greater lengths. (Laughter.)

Sir Travers argued that the justices at Merthyr Tydfil had no jurisdiction to deal with the London printers for that offence, and that it had to be proved, to secure a conviction, that the Turf Publishers Ltd. were carrying on a ready-money football betting business, which, he contended, they were not. In the course of his observations, counsel remarked that there was very little of general public interest in many sporting papers.

Lord Hewart: Why do you say "sporting?" (Laughter.)

Mr. Comyns Carr, K.C. (for the respondents) dealt with the question of the jurisdiction of the justices with regard to the summons against Odhams Press, and contended that the magistrates had a right to hear and determine it.

Lord Hewart, giving judgment, held on the first point that the justices had acted within their jurisdiction in hearing the information against the printers. On the other part of the appeal, he thought it was abundantly clear that the football skill contest was part of a ready-money football betting business, and that there was ample evidence upon which the justices could come to their decision. Therefore, he thought the appeal failed and should be dismissed.

Mr. Justice Avory, agreeing, said that because a paper contained something more than the coupon that did not show that it was not printing the coupon for a ready-money football betting business.

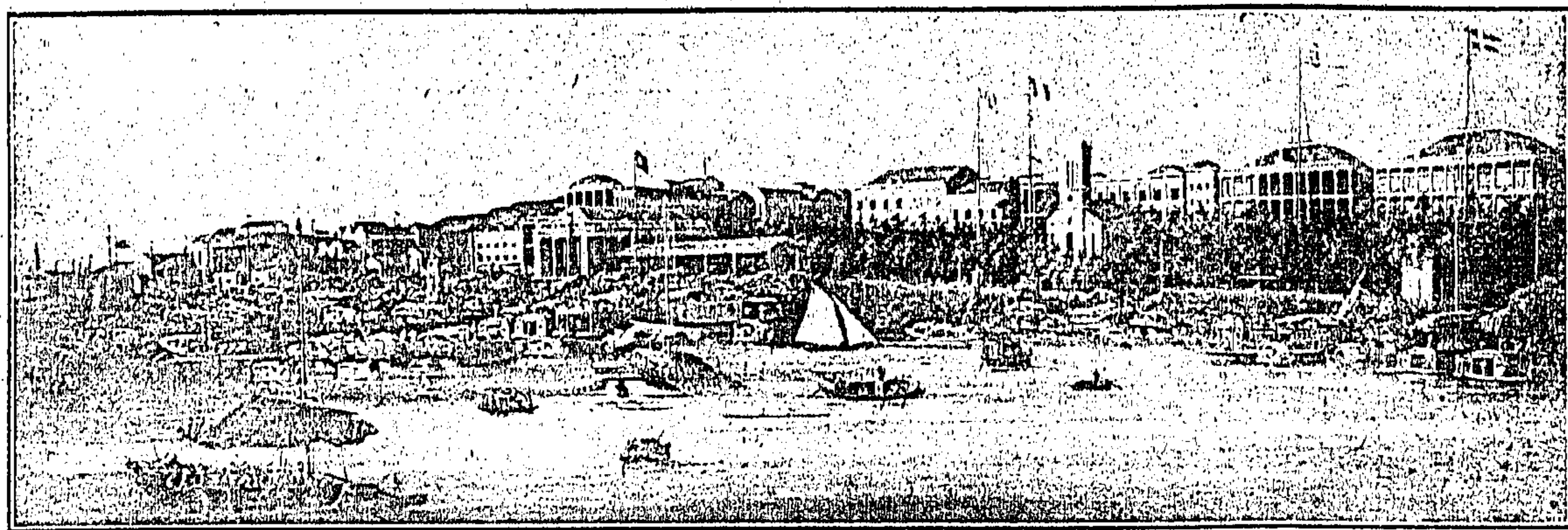
Mr. Justice Shearman also concurred, and the appeal was dismissed, with costs.

At present there is no government. For the last 20 years the country has been in chaos and anarchy. When these conditions have passed and the country can offer a stable government with promise of law and order than reciprocity and exchange on equal terms may be discussed. The example of Japan can be followed.

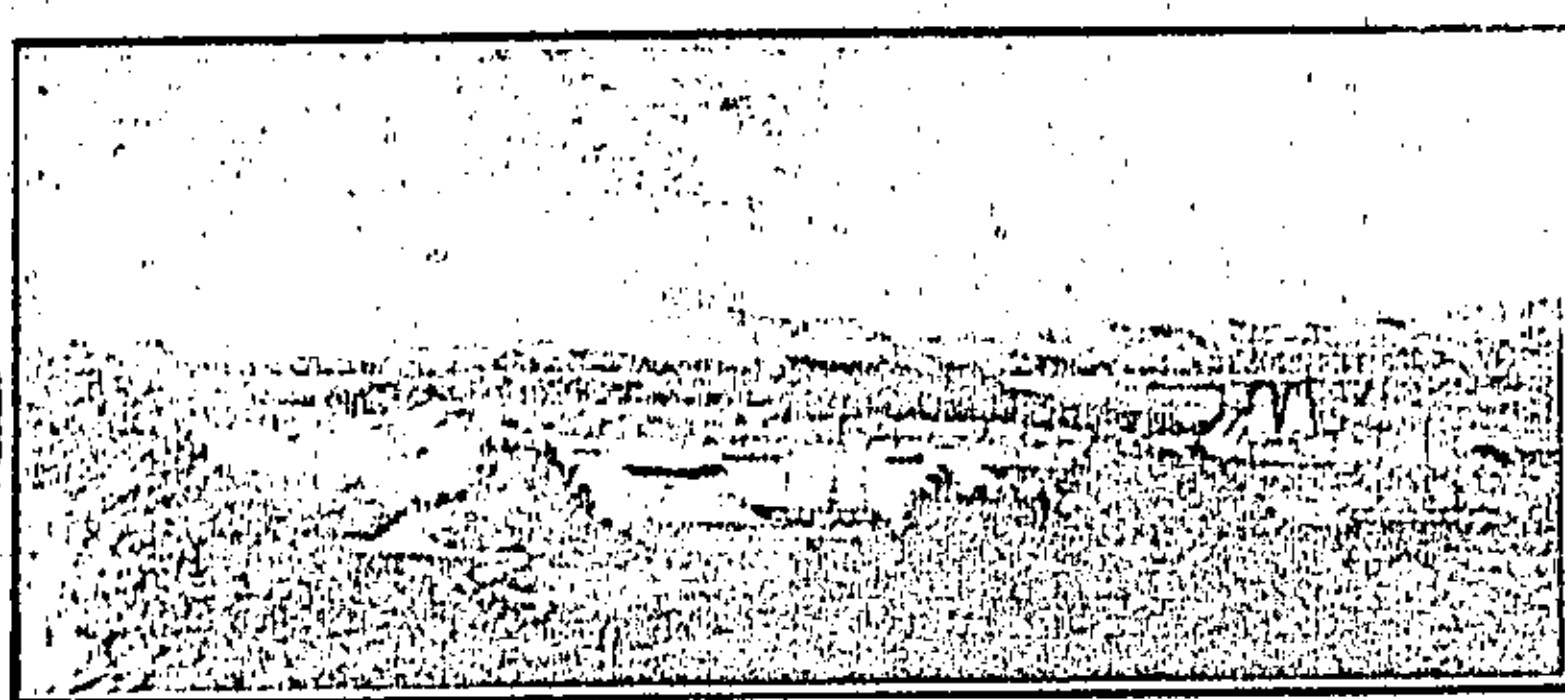
It is the duty of all governments to protect their people in foreign lands where the conditions of safety cannot be guaranteed in those lands. It is the duty of the United States, Great Britain and others to protect their people in China. President Coolidge has made it plain that this will be done. It is now doing it here in conjunction with Great Britain, Japan and others. This is the correct thing to do.

Foreigners are in China by rights that are universally recognized by all civilized countries. It is useless to charge them with imperialism for doing the thing which they ought to do. The best thing for the Chinese is to hurry up the work of reconstruction of the country and furnish a stable and enlightened government. Until this is done it will not be easy to discuss any other matter.

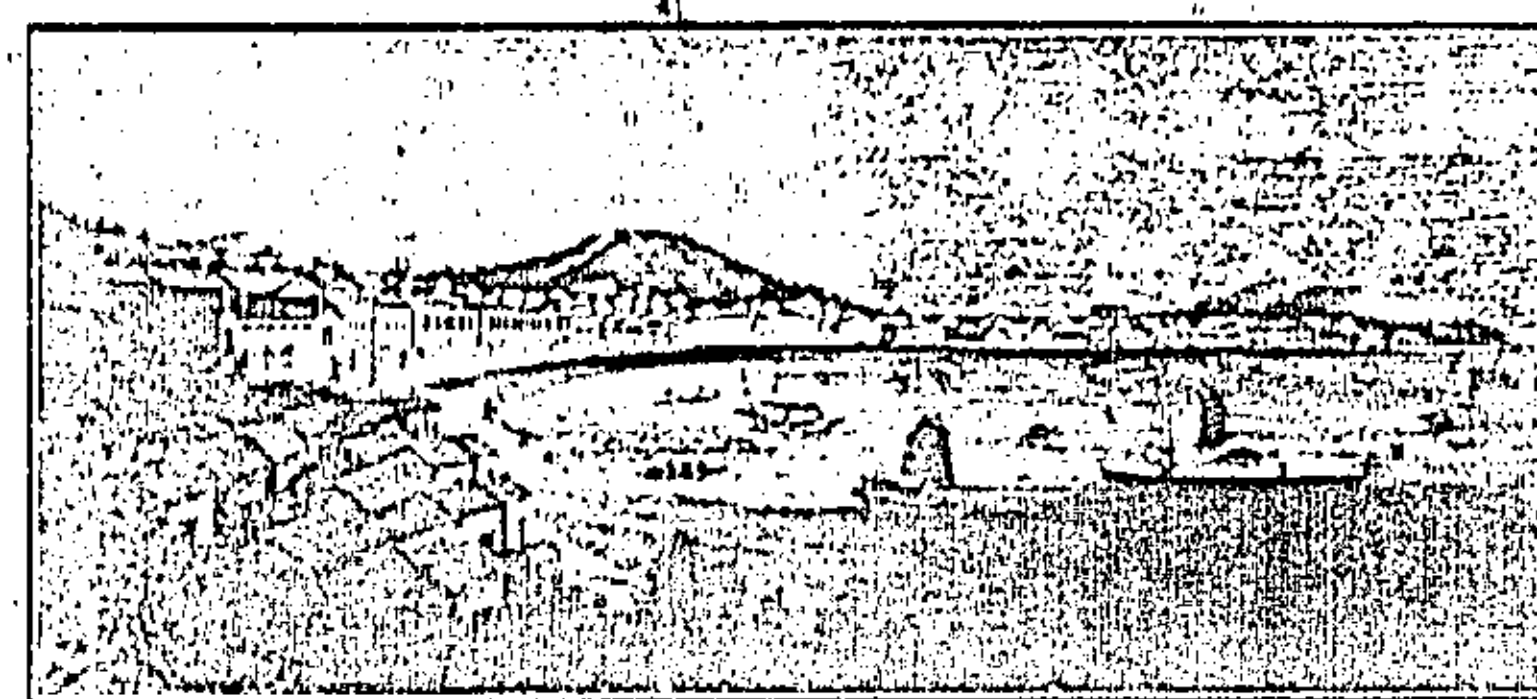
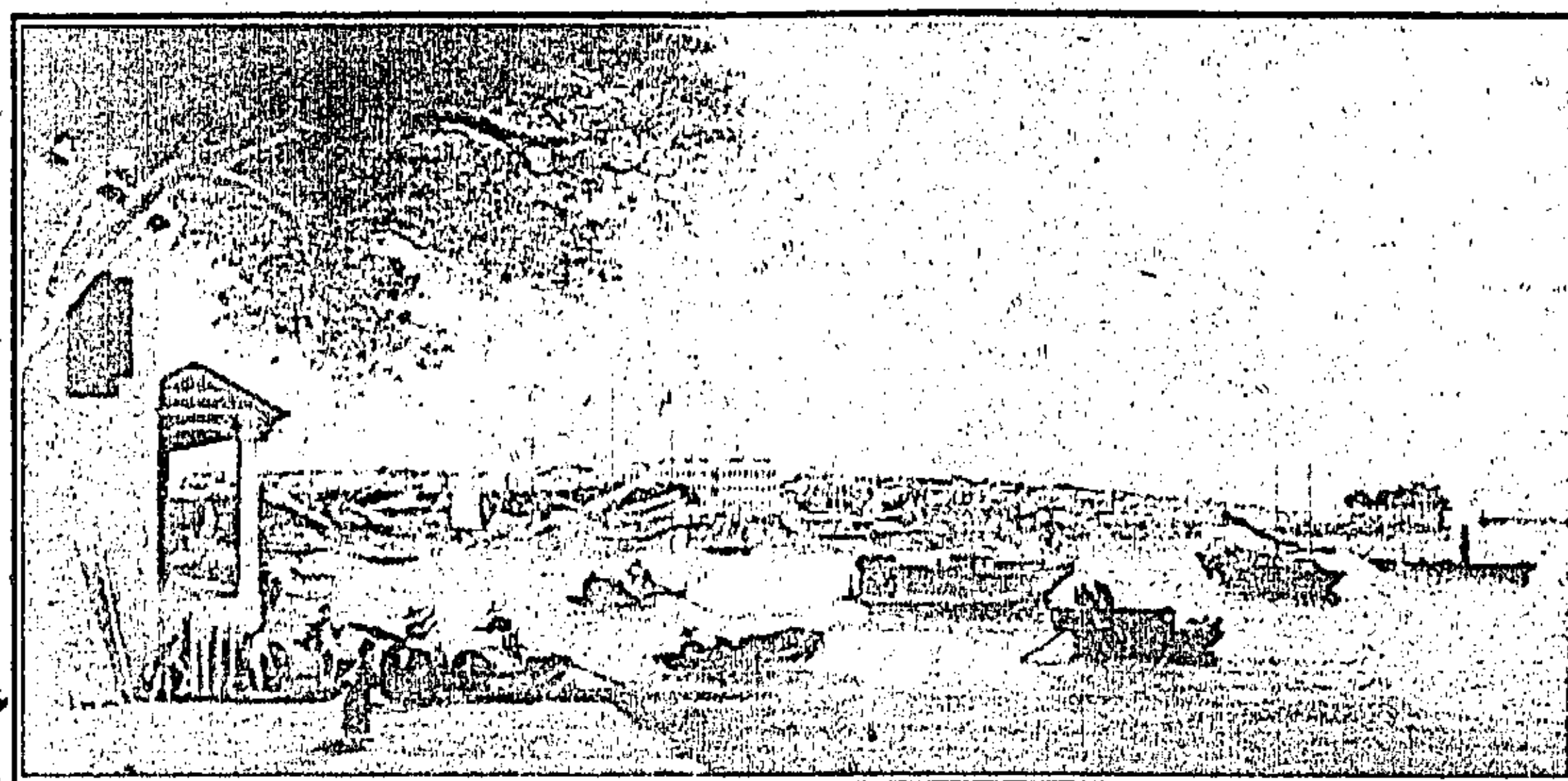
EARLY TRADING DAYS IN CHINA.



A panoramic view of the Canton foreign "factories" about 1847-1850. The church shown was built about 1847. The buildings depicted here were destroyed by fire in 1850.

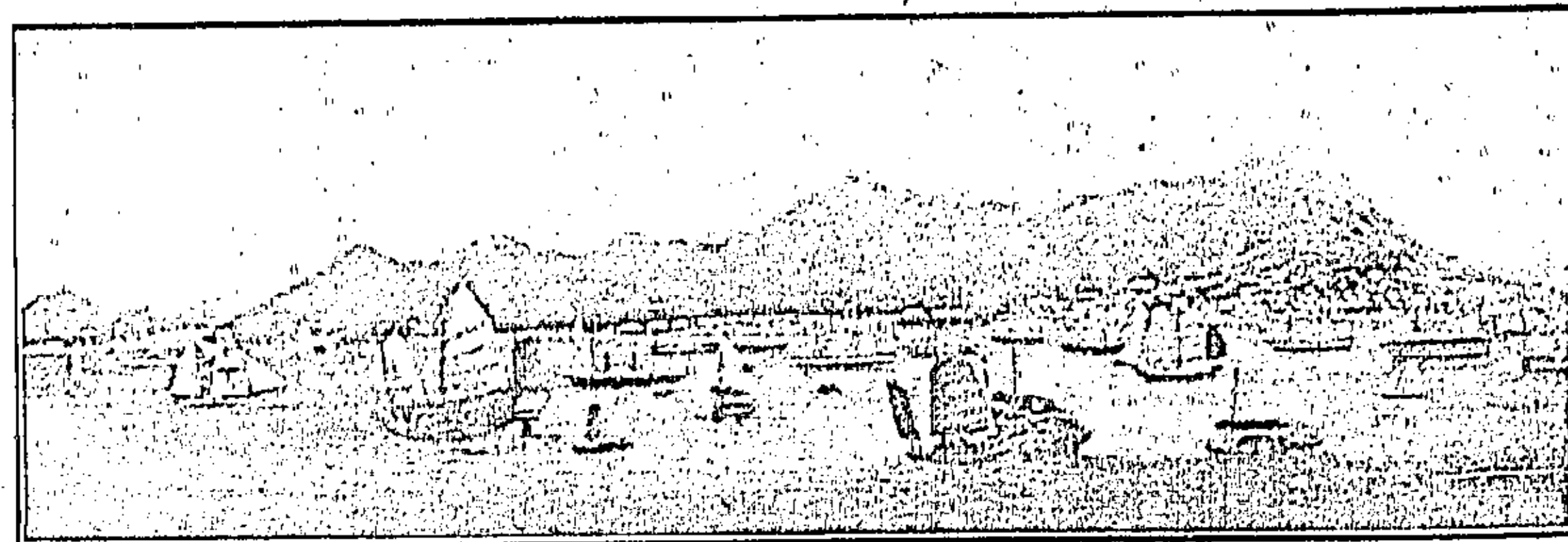


Above.—Whampoa Reach in the old days, where ships anchored for discharging and loading their cargoes. The scene here depicted represents the Reach about the year 1858. At right.—Foreign "factories" and other buildings at Canton, as seen from Honam point. On the right, in the distance, may be seen the old Dutch Polly fort. This picture is a fine specimen of the work of the artist George Chinnery.

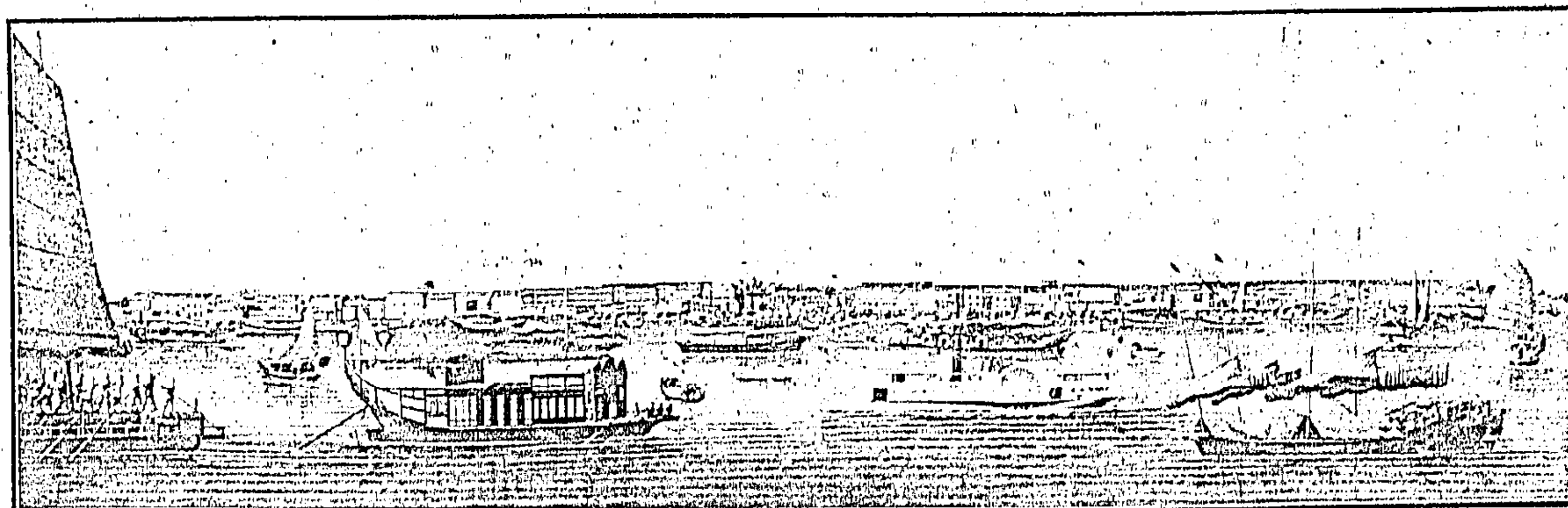


At Left.—Another view of the foreign "factories" at Canton, before 1850. The one with a British flag over it is the "factory" of the old East India Company. Above.—Macao about the year 1850, with an American steamer in the foreground.

"Mr. Law collected the greater part of what is known as the "Chater Collection" of old China pictures, acquired by the late Sir Paul Chater, Kt., C.M.G.



Hongkong in the early years. This shows the harbour as it appeared about 1850, with an extensive trade already in progress.



A view of Canton River after the destruction of the old buildings in 1850. The paddle-steamer "White Cloud," seen in the foreground, was running between Hongkong and Canton in 1858, before the old "Honam."

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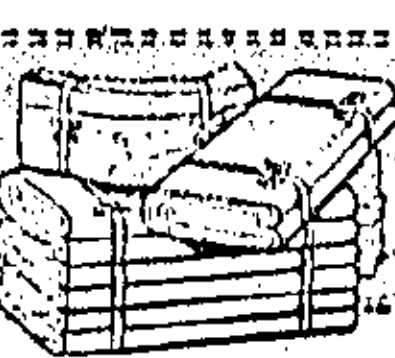
SIZE	2 YDS	x	3 YDS	\$	9.95	Pair
"	"	"	"	"	10.50	"
"	"	"	"	"	11.50	"
SIZE	2 1/2 YDS	x	3 YDS	\$	12.50	"
"	"	"	"	"	13.50	"
"	"	"	"	"	14.50	"
"	"	"	"	"	15.50	"
"	"	"	"	"	16.50	"

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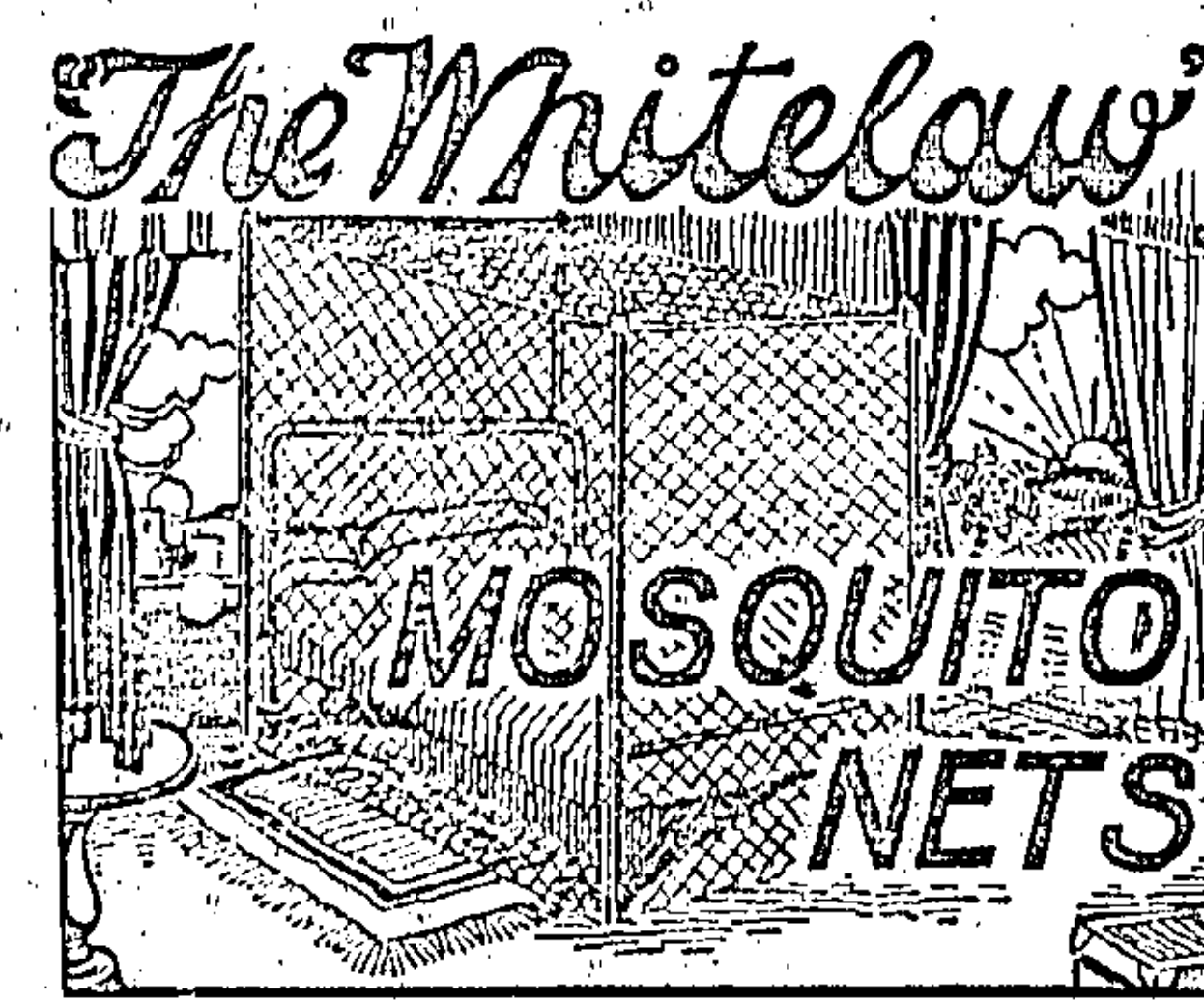
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Single bed \$22.50 pair. Double.....\$29.50 pair.
Linen H.S. Pillow Slips to match 3.50 pair.

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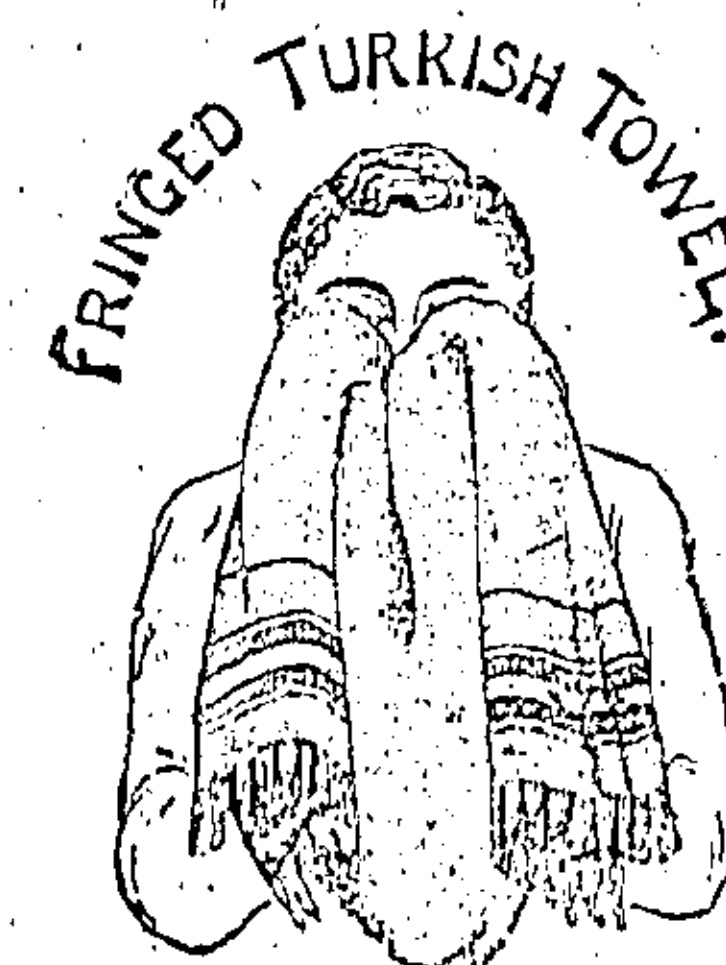
3ft.	3'6"	4ft.	4'6"	5'	5'6"
\$14.75	15.75	16.75	17.57	18.57	19.75 each.

ROUND TOPS.

\$16.50	17.50	18.50	19.50	20.50	21.50 each.
Estimates given for extra out sizes. Cot and camp bed nets also in stock.					

SIZE

16" x 31"
18" x 40
22 x 40
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27 x 52
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28 x 58
36 x 60



PRICE

.40 c. Each
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1.50 "
1.75 "
2.50 "
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BATH MATS \$2.25, 2.95 and 4.95 Each.

CRETONNES AND REPPS
IN GREAT VARIETY.
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LOOSE COVER, MADE AND
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BEDSIDE RUGS

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58" X 28" \$3.50 EACH.

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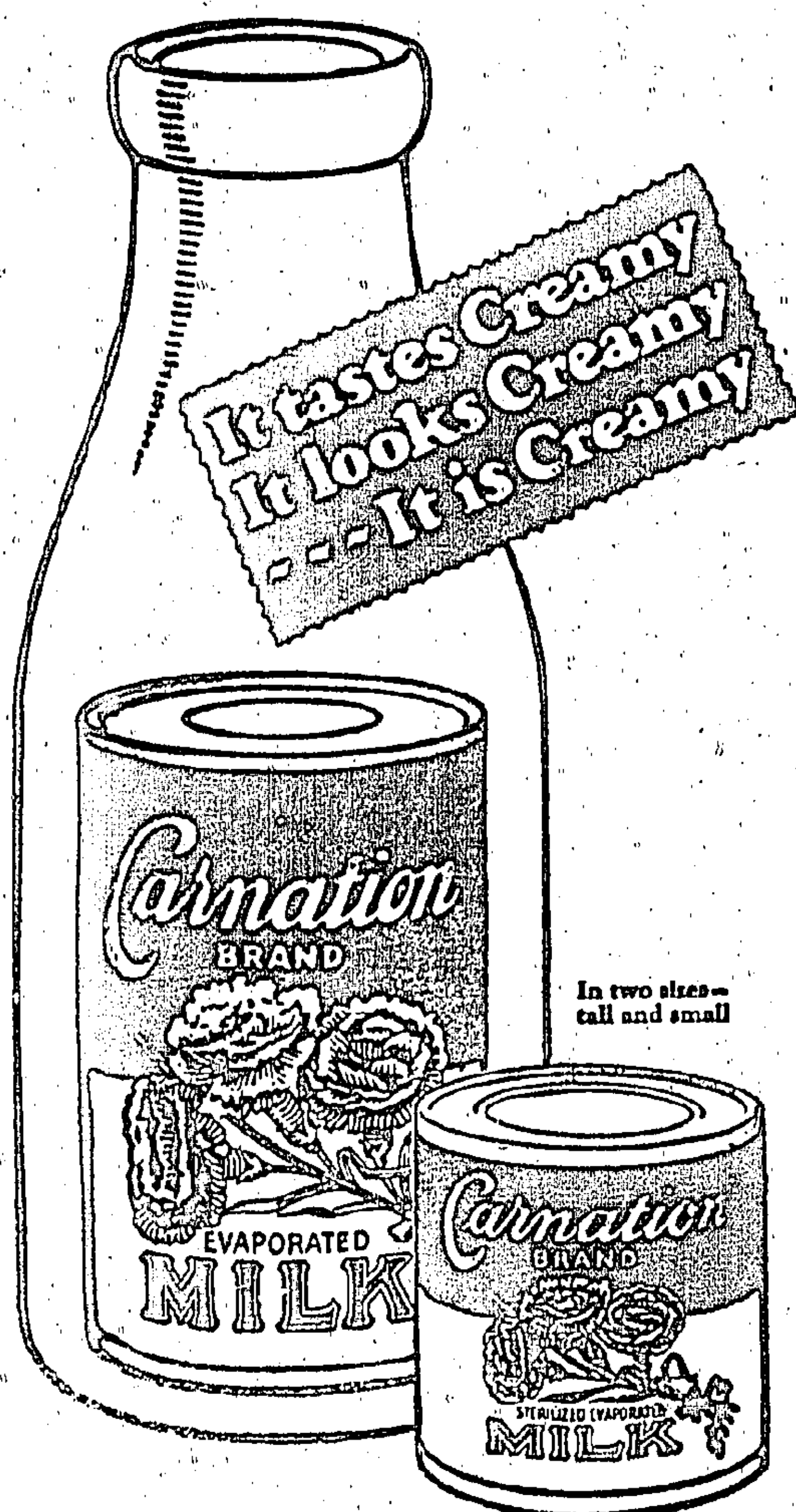


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If you have a Gas Water Heater
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MARRIAGE BAN.

COMMONS AND EMPLOYMENT
OF WOMEN.

Marriage is a whole-time job.—
Mr. Macquisten.
Woman's place is in the home.—
Mr. Remer.
There is too much nonsense
talked by men about women's place
being in the home.
When a woman is a charwoman
or a cook they don't say it!—Lady
Astor.

These were a few of the many
very pointed remarks in the House
of Commons recently when the
position of married women in the
labour market was debated, the
measure under discussion being
the Married Women (Employment)
Bill.

The second reading (which was
ultimately rejected) was moved by
Sir Robert Newman, who said the
object of the Bill is to prevent the
refusal to employ women in the
public service by reason only of
their being married. It proposed
to confer on married women the
right which all citizens whether
men or women, married or unmar-
ried, should enjoy—the right to
work.

Referring to the argument that
a woman's place was in the home,
he pointed out that that appari-
tly did not apply to women like
charwomen and factory workers,
who went out to earn their daily
bread.

Sir Robert proceeded to point
out that some of the leading lady
doctors were married, also that in
the dramatic profession there were
Miss Thorneike and Miss Irene
Vanbrugh.

Coming to the House of Com-
mons, was it not rather extraor-
dinary to say that they should dis-
miss a teacher in a school because
she was married, and yet at the
present time they had the Duchess
of Atholl holding the post as sec-
ond in command of the education-
al system of this country?

Mr. Pethick Lawrence, in se-
conding, said the supporters of the
Bill were really out to secure what
they might rightly call the econ-
omic charter of professional mar-
ried women. Only a few days ago
the Prime Minister announced the
intention of the Government to end
the political inferiority of women,
and the supporters of this Bill
were out to secure the end of the
economic inferiority of married
women.

Father Keeps the Home.

Mr. Remer, moving the rejection
of the Bill, said there never was a
measure so serious and so capable
of opposition. They had been ac-
customed in the comic papers, in
the music halls, and in the the-
atres to have a travesty put before
them of the reversal of the sexes
where the mother went out to work
and the father stayed at home and
looked after the baby; but one
never expected that there would be
an attempt in the House to have
this form of travesty put before it
in legislative form.

Continuing, Mr. Remer said:—
I have a little quarrel with the mem-
ber for Plymouth (Lady Astor).
She has absolutely convinced me
after serious argument in favour
of the proposal of "votes for flap-
pers," and having convinced
me on that subject she has put
her name at the back
of a Bill which fills me with severe
indignation and opposition, and
we find ourselves in opposite
camps again. (Laughter.)

While agreeing that all hard
cases should be approached with a
true feeling of justice, he urged
that if legislation of this character
were passed it would go far to in-
crease the cost of our Civil Ser-
vice and our municipal administra-
tion.

Captain Bourne, seconding the
rejection, did not think anyone
would pretend that a woman who
had to look after small children
was as efficient as one with no ties.
The sexes were not equal in every
respect.

Lady Astor in Form.

Lady Astor taunted Mr. Remer
with being a notorious opponent
on questions affecting women.
She ridiculed the idea that he had
been converted to women's suff-
rage by herself. She thought he
had been converted by his consti-
tuency to the expediency of
adopting it.

He was a notorious fighter
against all progress, and they
were most fortunate in having him
in opposition, for it looked well
for the Bill. (Laughter.) Women
might have twins every year, and
still be more efficient than mem-
bers of Parliament. (Laughter.)

Referring to the curious type of
mind which said, "Woman's place
is in the home," Lady Astor re-
marked:—They don't say that un-
less women are in the higher posi-
tions. When a woman is a char-
woman or a cook nobody says a
woman's place is in the home. It
is dreadful to think how many
thousands of women have to go out

to work to supplement their in-
comes in order to keep up their
homes. (Labour cheers.)

There is too much nonsense
talked by men about women's
place being in the home. The type
of man who generally says that is
not the type of man who makes
home pleasant for the women.
(Laughter.) He is like the man
who says, "My country, right or
wrong." "My party, right or
wrong." Such a man is of no ser-
vice to his country, or his party.

She had never feared that wo-
men would give up home life for
public life. The more she saw of
public life the more she cared for
home life. She was sorry the
Government was going to oppose
the Bill, although the Government
was going to keep their promise to
give votes to young women.

It is a joy and a pride to me,
Lady Astor continued, to see the
Prime Minister stand so firm
while the stunt Press is flapping
so violently. I know in their
hearts they are as progressive as
most Governments will be, but we
have to fight a long-standing
enemy and that enemy says
that man is to judge where
women should work, and
we say women should judge where
they want to work. (Cheers.)

A Whole Time Job.

Mr. Macquisten said marriage
was a whole-time job, with no
eight hours a day in it.

Labour Member—And no wages.
Mr. Macquisten—Yes, with no
wages. In a great many cases, and
very difficult to get on Friday
night. This was a Bill to provide
wages for a few jobs.

Women were much more astute
than men and they got their way
every time. They should remem-
ber Lord Dennison's advice to his
son:—"Don't you marry for money,
my boy. You can borrow it
cheaper." (Laughter.)

With the passing of the Bill they
would have men marrying so as to
live off their wives. The Bill
would damage married life. The
woman who stayed at home and
kept her home in good order and
was able to cook was not a soft
woman. She was the most cap-
able woman in the world, far more
capable than the woman who could
get up and make speeches.

Lady Astor—Some can do both.
Mr. Macquisten, continuing,
said it was the same with regard
to men. If ever they found a man
who expressed himself extremely
well, it was *prima facie* evidence
that he was not fit for anything
else. (Laughter.)

It was the same in regard to
women. They might take it in
nine cases out of ten that when a
woman married her heart ceased
to be in her former work, and her
marriage was a failure if it were
not.

Sir G. Dalrymple White succe-
eded that opponents of birth con-
trol who favoured this Bill were un-
wittingly supporting the principle
of birth control.

Sir G. Strickland said the Bill
put a premium on married women
who had children. History taught
that any attempt to place women
exactly on an equality with men
had ended in the downfall of
states and empires.

Mr. Thurtle contested the view
that marriage was in effect the
be-all of a woman's existence.

Sir Basil Peto opposed the Bill
because it ignored plain biological
and physiological facts. God did
not make the two sexes equal, he
added, and we cannot do it on a
Friday afternoon in this House.

Who Supports It?

Mr. Ronald McNeill (Financial
Secretary to the Treasury) said
no one could deny that if this Bill
passed it would effect a change of
far-reaching importance in the ad-
ministration, not only of all de-
partments in the central govern-
ment of the State, but of all de-
partments of Local Authorities.
He urged a change of this sort
should only be made on the propo-
sal of the Government of the
day.

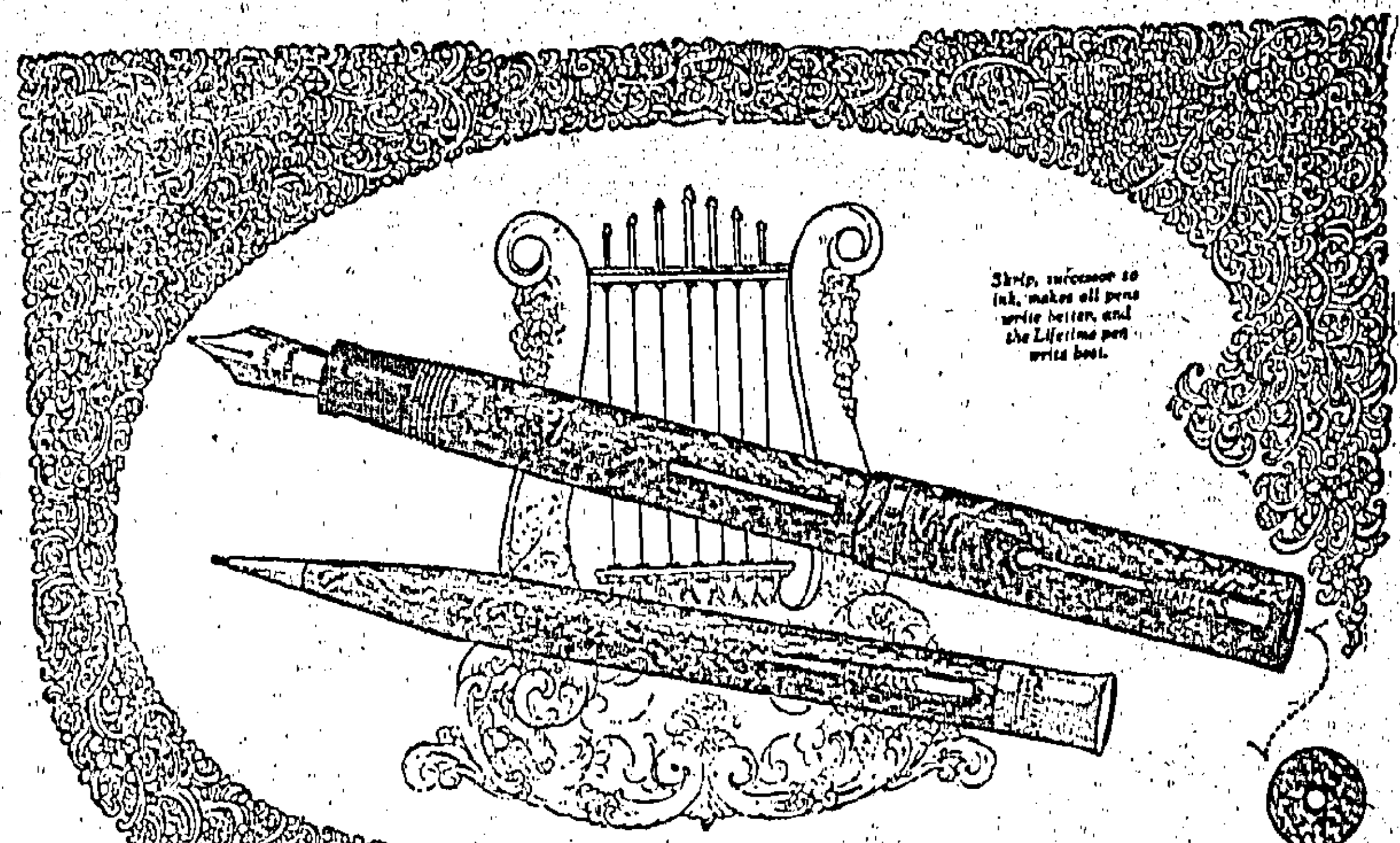
Not a single word had been said
as to the attitude of Local Authori-
ties on this Bill. The House had
not had the slightest indication
that there was any support forth-
coming from these great popular
governing bodies.

He opposed the Bill in what he
believed to be the best interests of
the women themselves. The
ultimate tendency of such legisla-
tion would be discouraging the em-
ployment of women, married or
unmarried, and that the State, and
probably a great many Local Au-
thorities, would be driven to the
employment of men rather than
women. So, from the women's
point of view, it would be a re-
trograde measure.

From the social point of view,
he thought it was well worth con-
sideration whether to allow mar-
ried women to continue in the
public service after marriage
would be to encourage by the
State the neglect of that side of
their duties appertaining to the
home.

It was a most reactionary Bill
and would not be in the interests
of the efficient administration of
government.

The second reading was reject-
ed by 84 votes to 63.

In tune with the Most Exacting
Conception of Beauty

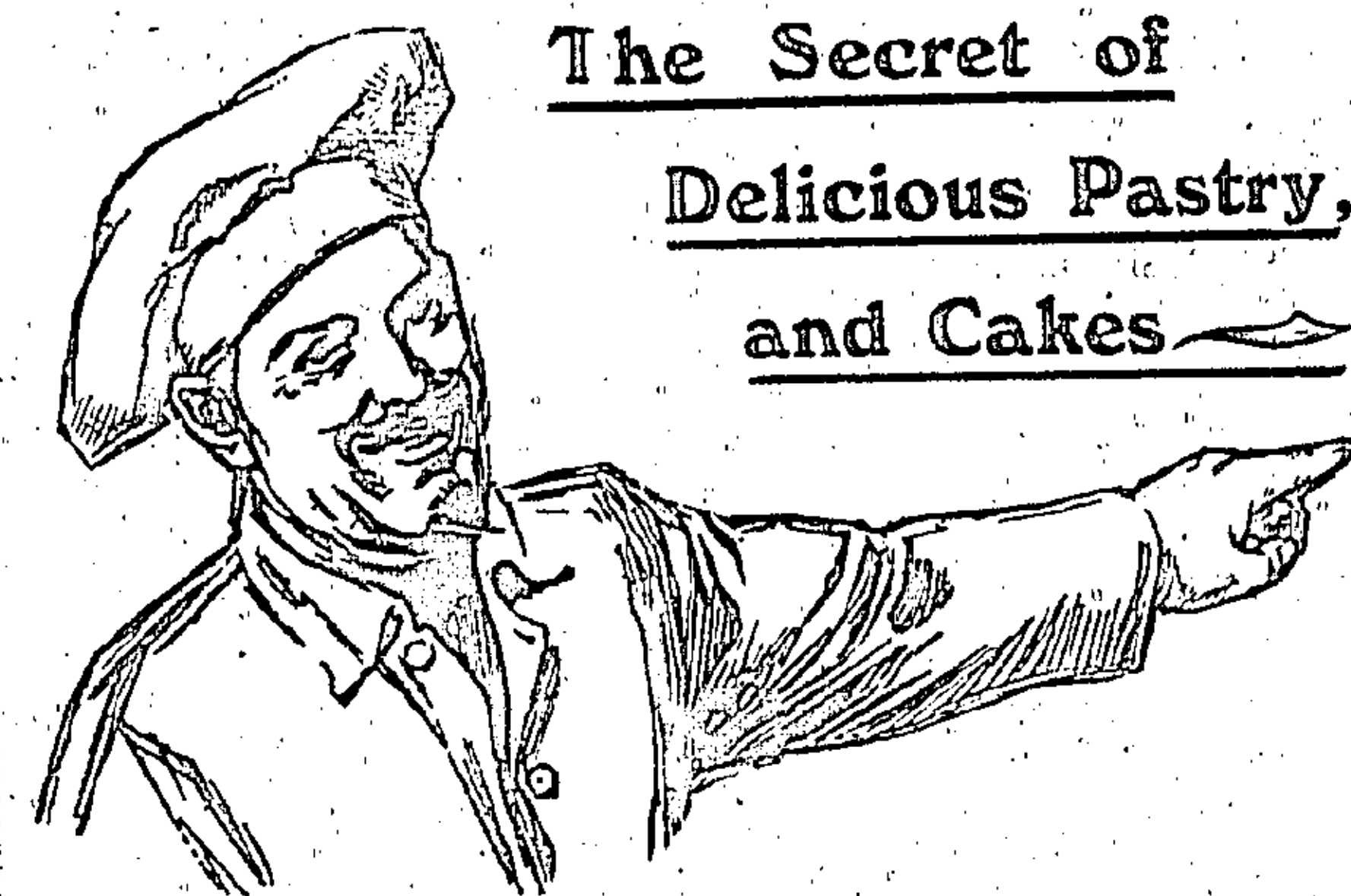
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P
U
R
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C
O

Chiefs and their followers,
about 600 in all, representing 30
tribes, attended a *manaw* [gather-
ing of chiefs] at Shinbiyang, in
Kuchin country, at the beginning
of April as a conclusion to the
slave-liberating expedition in the

Naga hills under Mr. T. P. Dewar,
Burma Frontier Service, which be-
gan operations on January 7.
Many promises to discontinue hu-
man sacrifice were made and the
chiefs voluntarily surrendered
over 100 skulls of victims—a re-

markable gesture, as such skulls
are revered as relics with a reli-
gious significance and are handed
down for generations. The effect
on undecided chiefs was that they
returned to their villages to bring
back skulls in their possession.

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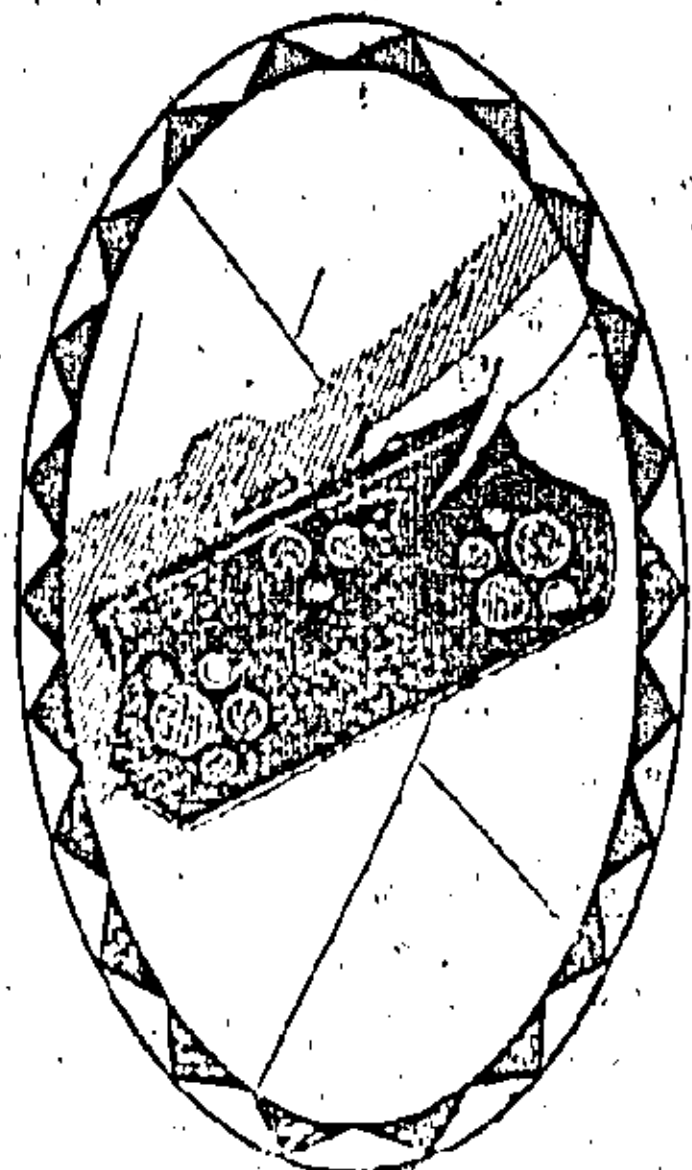
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richness in cream.

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COOKING PURPOSES.



RED LIZARD.



A smart bag for a blue costume is one of red lizard skin with circles of the same of various sizes and in five lines of gray, appliqued with twisted gold wire.

THE IMPORTANCE OF
TRAYS.

THEIR MANY USES.

Trays are an important item in the house furnishing. With a sufficiency of trays handy for every purpose, so much labour and extra running to and fro can be saved in the household.

Ranging from the small silver or brass tray kept in the hall to receive cards and notes left by visitors to the set of big japanned or wooden trays cook should have for her use in the kitchen, see that you have the right tray for the occasion.

For the dining-room there should be a big, oblong tray of polished wood with strong handles, and a second, smaller one, as an auxiliary.

Coffee is brought in on a silver, brass or copper tray, and for the tea served in the drawing-room the sparkling silver service looks best on a fine silver or Sheffield plate tray. On such a tray there is no need for a tray cloth, but nickel plating or lacquer is better covered by a dainty lace cloth. Another tray should be available for handing cups with milk and sugar. A small tray is required for the early-morning tea, and may be of any type, so long as it is dainty; and one, preferably of Sheffield plate or silver, for the array of syphons, decanters and glasses which await guests added in for the evening.

For Odds and Ends.

A tray is such a useful thing into which odds and ends can be gathered and tidied up; that a pretty little one on boudoir or drawing-room occasional table finds its uses. Chased silver, Indian brass and antique china are usual; an alternative would be one made of a piece of glass surrounded by a beading; a dainty strip of silk or other material artistically worked, stretched and framed; or a gaily painted wooden tray of small dimensions. Lovely ones are made of coloured glass, hammered metal and modern lacquer.

On the dressing-table a tray is indispensable, and usually matches the silver, enamel, ivory or tortoiseshell of the toilet set.

New Use for a Picture Frame. By utilizing a small gilt or black picture frame, a very charming tray can be made with a piece of exquisite and fine real lace placed under the glass in lieu of the picture. Silk stuck over the back of the frame-tray makes it neat.

The housewife who is her own parlourmaid will find it a great saving of trouble if, as the cutlery, plate and crockery used for each meal are washed up, they are returned to the tray in which they left the dining-room. With a separate tray for each meal-time, everything is ready for the expeditious laying of the table without the necessity for visiting plate basket, knife box, china cupboard, &c., in turn, to collect the things required each time.

Coloured underwear for men is the latest decree of Paris fashion arbiters. The idea follows the inauguration of coloured evening clothes. Now, they say, a royal blue evening suit demands pale blue crepe de chine underwear with initials embroidered in the same colour on the outer garment.

LACE OR FRINGE.

TRIMMINGS FOR EVENING GOWNS.

One of the questions in the minds of many women is whether they should select lace or fringe trimming for dressy afternoon or evening occasions. Beaded chiffons have been discarded as warm weather approaches and this leaves us the alternative of wearing lace and chiffon combinations or fringe trimmed materials. Plain chiffons, as you know, are not quite as popular as they were last year.

One might say that fringe has been done to death. One might also say the same thing of lace. However, neither lace nor fringe seems to go out of style. The woman who likes the fluffy sort of frock will naturally turn to lace or to lace-trimmed chiffon and the woman who prefers straight lines will probably find greater satisfaction in the straight-lined gown that is trimmed with tiers of fringe. Fringe is very flattering to the average figure. However, when the stout person uses fringe trimming she should choose the gown that has its fringe set on in "diagonal or zigzag fashion rather than in straight-about tier effect, as broken lines are more slenderizing.

Some of the loveliest dinner gowns worn at present are those made of fringed-trimmed satin. An attractive gown of this sort recently seen was made of a soft shade of grayish blue crepe with deep fringe of matching hue applied in two layers about the skirt and narrower fringe outlining the deep U-shaped rear décolletage. This gown was slenderly bloused at a low waist-line and a soft careless bow of the blue satin acted as a shoulder corsage. Similar gowns in various pastel colours and in white are being worn by many well-dressed women at evening time in preference to beaded models or period types. This idea carried out in flesh pink is decidedly popular.

As to lace and chiffon combinations, they are too numerous to describe in detail. Bodice portions are usually made of chiffon with skirts trimmed in lace in soft, tier, flounce or inset ideas. Black chiffon and lace combinations worn over flesh-toned slips are quite numerous. Lace gowns for dinner and dance occasions are extremely popular this season. With the shawl or scarf accompaniment the gown is most suitable for the occasional dinner in a hotel. If dancing occurs later in the evening, the lace wrap can be removed thus providing a decorative dancing gown which might have proven inappropriate for the dinner hour.

LACE FOR LINGERIE.

Short skirts have caused the camibocker to be accepted as an indispensable item of our wardrobe. For dance wear and similar festive occasions they are prettiest when the gathered knee is trimmed with row after row of narrow lace. But the girl who makes her own lingerie finds it an appalling task to sew all those tiny frills into position.

A Simple Task.

I achieve the effect with the minimum of labour by buying net already sewn with frills of lace, which is usually sold for making inset fronts for dresses. It is most convenient if the frills go the long way of the piece, but this is not so easy to procure as net with the frills arranged across the width. In the latter case, however, it is a simple matter to join two widths of the frilled net, which gives the knee measurement of the average cami-bocker pattern.

A. M.

Black and white jersey bathing suits are prominently featured in one shop window. In each case the short trunks are black while the upper portion is white. One model uses three wide black stripes across the body and another relieves its white tunic top by a large black monogramme and black patent belt. White jersey beach wraps are worn over these little black and white bathing suits and white rubberized silk caps with black flowers and black and white parasols complete the ensemble idea.

DAINTY SUMMER FROCKS.



Pictured above are two dainty and cool looking frocks for hot summer days. The model to the left is of flowered voile with apron and bow of the same material. The frock on the right is in printed georgette, with a flared hem and the correct long line from the shoulders to the hip.

THE CASE OF THE
PIANO.

Spring cleaning of the piano case should resolve itself mainly into liberal rubbing with plenty of soft, clean dusters. But maybe, it has been somewhat neglected, and so requires a little cleaning before it is polished.

If the surface is dull, beeswax and turpentine is best, and it should be rubbed in directly with the palm of the hand, tackling only as small surface at a time, and finished off with dry dusters before the mixture has time to dry on the wood.

Actual dirt and grease need a soft moist flannel and a rub of pure white soap to remove to marks, and a final rinsing with vinegar and water.

HINTS YOU MAY NOT
KNOW.

Table cloths, tray cloths, &c., which are badly stained with tea, should, before being washed, be soaked for a while in water to which a little borax has been added.

New clothes-lines should be boiled before being used; they will last longer if this is done.

To cool a jelly quickly, place the mould containing it in a bowl of cold water to which a handful each of salt and soda have been added.

To prevent soiling the wood-work when polishing a brass door-knocker, make a shield of stiff cardboard by cutting a hole the same size and shape as the brass surround.

A piece of cheese will not go mouldy if it is wrapped in a cloth wrung out in vinegar.

There has arisen, quite suddenly, a vogue for antique mirrors, which, with a low table, often take the place of the more conventional dressing-table. A huge mirror in a very lovely and elaborate Spanish Chippendale, gilt frame, is one of the beauties seen in Town. Another mirror, which certainly should be given a wall all to itself, is in an oblong frame of faded red, rubbed with gold. One other lovely article of this description is a Chippendale swing mirror, carved in walnut.

EVENING DRESS NOTES.

White is the colour which is most frequently chosen. There are lace, tulle and mousseline frocks which comply with the liking for transparent effects, and dignified gowns of chiffon velvet, satin and rosiné. Black is also smart, providing that it is used alone or with flesh colour.

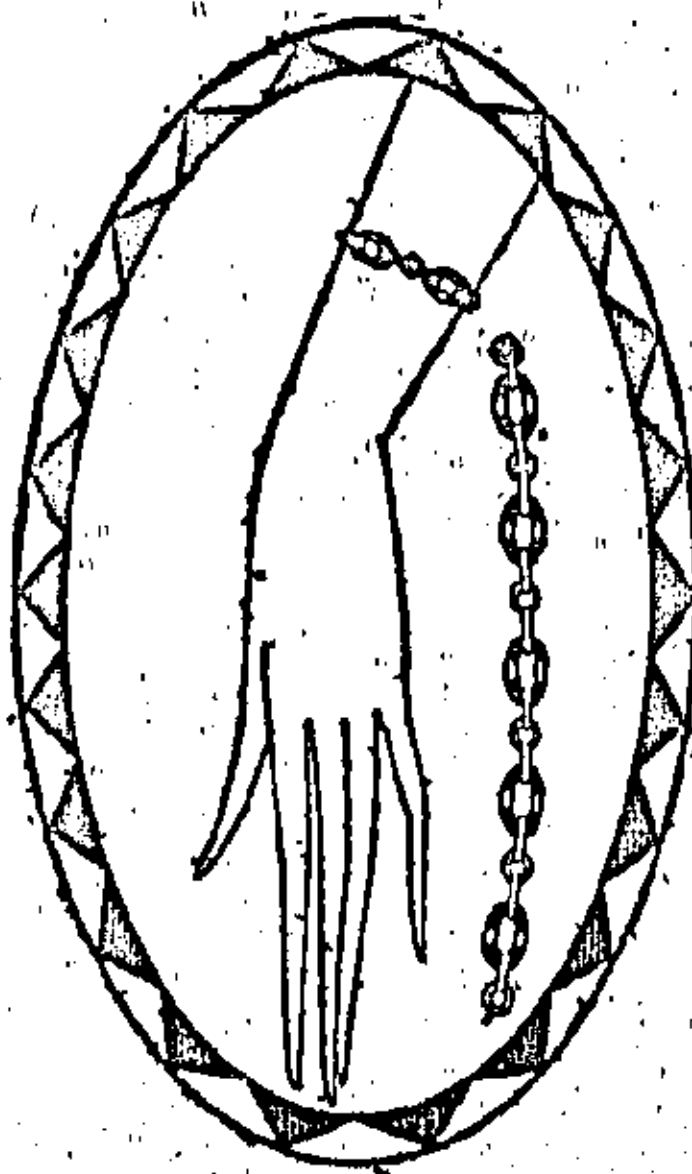
Fringe has never been so chic. It is most usually seen falling from a low, curved waistline to the hem of the skirt. In this fashion a double waistline is arranged for, since the natural position is invariably indicated with a line of tucking or embroidery. Cascades of fringe falling in curved lines from the shoulders are also very becoming.

Bolero backs are as popular as ever. There are also variations of the tiered skirt, in continuation of the bolero top. Gowns cut in sections, each one a little wider than the one above it, to create a note of novelty are as smart as ever.

Oval necklines are worn in preference to any other variety. Occasionally they are double affairs with a contrasting yoke.

Horizontal lines so popular on day frocks appear also on evening gowns. Often they are achieved, especially on lame frocks, with curved horizontal tucks.

TORTOISE.



The spring costume is incomplete without a tortoise shell accessory such as this bracelet of tortoise and gold links.

THE CHILDREN'S
SHOES.

Children's shoes are following in the paths of grow-up footwear. Lizard, sea-leopard, snake and crocodile are made up into charming designs for small people. Platted leather shoes are now shown for our babies. Even the ambitiously bead-embroidered plaiting is shown for best wear. The colours are nicely chosen, navy being contrasted with white and red with nigger.

For party wear children go in for silver and gold kid and lame models, with ballerina lacing round the ankles. Cowbeby patterned materials are employed to match frocks.

QUEEN SHUNS BEAUTY
PARLOURS.

Queen Mary is one of the few Queens of Europe who does not patronize a beauty parlour.

The Queen was recently being shown around a new large hotel in London and after entering and inspecting the beauty parlour of the hotel turned to her guide and exclaimed, "Well, this is the first time I have ever been in a beauty parlour."

It is known that several visiting Queens have attended a prominent London beauty parlour for extensive courses of treatment, but the establishment is as discreet as the Foreign Office itself regarding these visits and nothing is ever heard of the royal patronage.

Any dancing girl who wishes to be really up-to-the-minute, should see if she cannot follow the mode set by a well-known exhibition dancer; and before she enters the ballroom, clasp a slim gold band around her neck to match one worn on her left ankle. The dancer who wore those trinkets so effectively the other night was quite slender, and carried out the idea thoroughly by wearing the slimmest of gold frocks. But her shoes were silver, as were her stockings, and she was a blonde.

BRIDAL MAKE-UP!

IS ROUGE PERMISSIBLE AT
WEDDING CEREMONY.

Should brides go to the altar to take the most momentous vow of their lives with their faces "made-up"?

It is a question much discussed at the moment. Sentiment and respect for the marriage sacrament lie on the one hand; the natural desire to look as beautiful as possible at such a time lies on the other.

As the bride who washes her face and leaves it to nature is very unlikely to look really well, however good her skin may be, however clear her eyes usually are. A wedding is an ordeal; some girls face it with an assumption of indifference and some with a dash of audacity, but most of them are torn by a hundred conflicting emotions, emotions accentuated by the atmosphere of excitement among the bridesmaids and solicitude among the relations.

Facing the sun and the cameras of the press photographers and the curious eyes of the crowd with pallid lips, red-rimmed eyes and cheeks without a vestige of colour or unbecomingly flushed takes a great deal of courage.

Obvious make-up would be just as bad, of course. But the beauty specialist of the day can be relied upon.

"Give me a bride-to-be on the eve of her wedding," one of them said to me the other day, "and she will only need the most delicate touches of powder and rouge and lipstick before she goes to the church."

The method is a long one. First there is massage for the face and neck; then a cleaning cream to be put on and wiped off again after it has made the skin tingle and stimulated it so that it begins to have a healthy glow; then the ice pack all over the face, followed by a slightly astringent bleaching lotion. The eyebrows are made tidy with the tweezers, and they and the eyelashes are carefully dyed, so that no eyestick will be necessary for a week at least. The lips are given an additional massage, and, of course, the hair is washed and waved.

The next morning the beauty specialist arrives in time to do the necessary make-up for the church. The tiniest streak of rouge gives a flush that may deepen naturally if it will, but will never allow the bride to look a greenish hue from nervousness; the faintest touch of a liquid red will make the lips a little redder than nature intended, but still of nature's hue; a quick application of a very good vanishing cream and the merest dusting of powder over the nose and chin to follow—and girlish on-lookers in the crowd, whose knowledge of make-up is limited to a cheap powder and a crude lipstick, will sigh, "Oh, ain't she lovely!" and go away quite unconscious that art had lent something—quite a good deal, in fact—to nature.

FASHIONABLE YOKES.

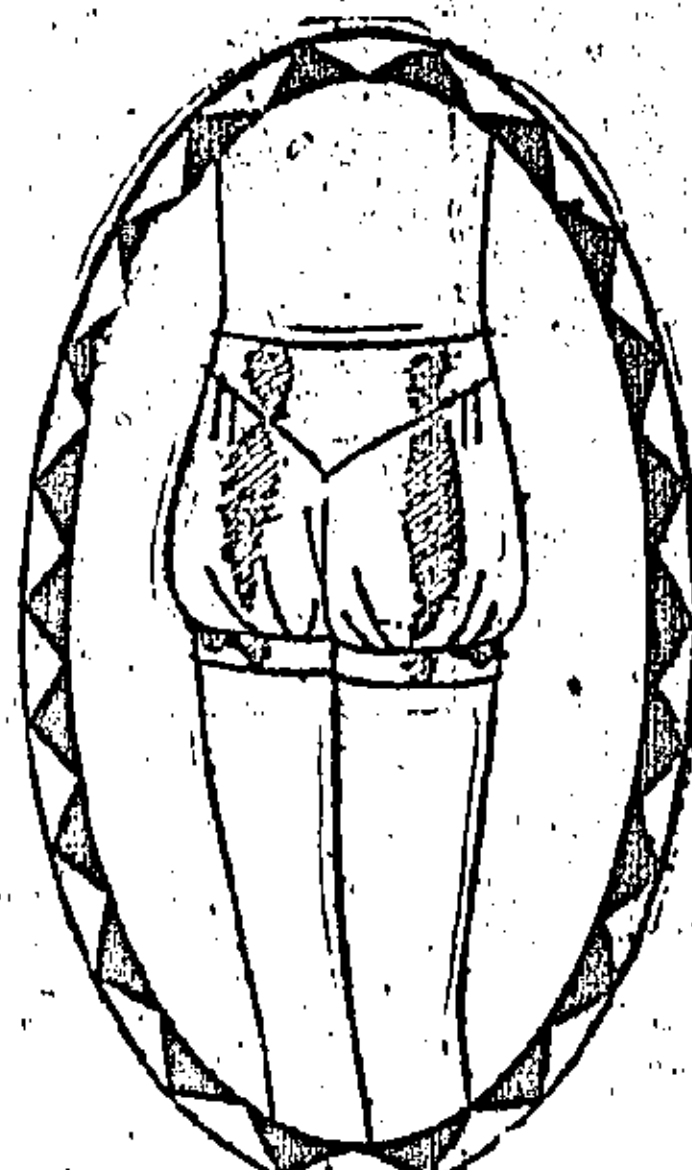
Yokes are on everything, from capes to sports frocks. They appear in a variety of shapes, from small ovals, which add a piquant touch to a neckline, to exaggerated V's, which take up half a bodice. Mere simulations are expressed with mock tucks, diagonal darts and scallops, and squares of stitchery.

Constrained effects are cleverly accounted for when used in yokes, and patterned materials may make their own design in the same way. Frocks which are entirely pleated are finished on deep yokes.

On coats yokes are more formal, and generally have some bearing on the design.

The prediction of several seasons ago that wider skirts would bring a return to fatter figures has been disproved. Most of the French couturiers, while favouring fullness, so contrive the lines of their frocks that the bodices and hips fit closely, and the pleats or gathers appear suddenly, well below the hip line. Flounces set almost as low as the knees give a charming Spanish effect and create a graceful line in the drape. A lace ruffle or line of fringe adds further sweep.

SHORT BLOOMER.



A new rayon bloomer for summer has a V-shaped yoke and is cut very short, having wide bands about the leg instead of elastic.

THE CONVENIENT
PEACH.

MANY ENTICING DISHES.

Not every woman has the talent for concocting enticing dishes. It is a real gift. If you have certain specialties which find particular favour in your own family or neighbourhood, you are bound to tire of them sooner or later.

So buy a tin of peaches and consider the many simple and delicious ways to serve them; consider their instant, ever-ready, all-the-year-round convenience. These invariably add a delicate, fresh flavour to everyday meals. Try the recipes below, and you will realise that you have an almost unlimited menu at your command—not merely with peaches, but with more than a dozen other delicious varieties of tinned fruits.

Peach Junket.

Dissolve one junket tablet in one tablespoonful of cold water. Heat ¼ cup of milk and two tablespoonfuls of sugar quickly in a saucepan, stirring until the sugar is dissolved; add ¾ cups of milk and heat slowly until lukewarm, no more. Remove from fire, add one teaspoonful of vanilla or almond extract, add the dissolved junket tablet and pour into the dish from which it is to be served. Stand in a warm place until set like jelly. Serve with one large can of peaches.

Peach Trifle.

Drain one can of peaches and rub through a sieve. Dissolve three tablespoonfuls of powdered gelatin in one cup of peach juice and keep hot. Pour ½ cup of peach juice and water into a small pan and add ½ cup sugar, bring to boiling point and boil for ten minutes. Add the peaches, one cup of custard, and gelatin. Cool and heat for eight minutes, add four egg whites, and beat until slightly stiff.

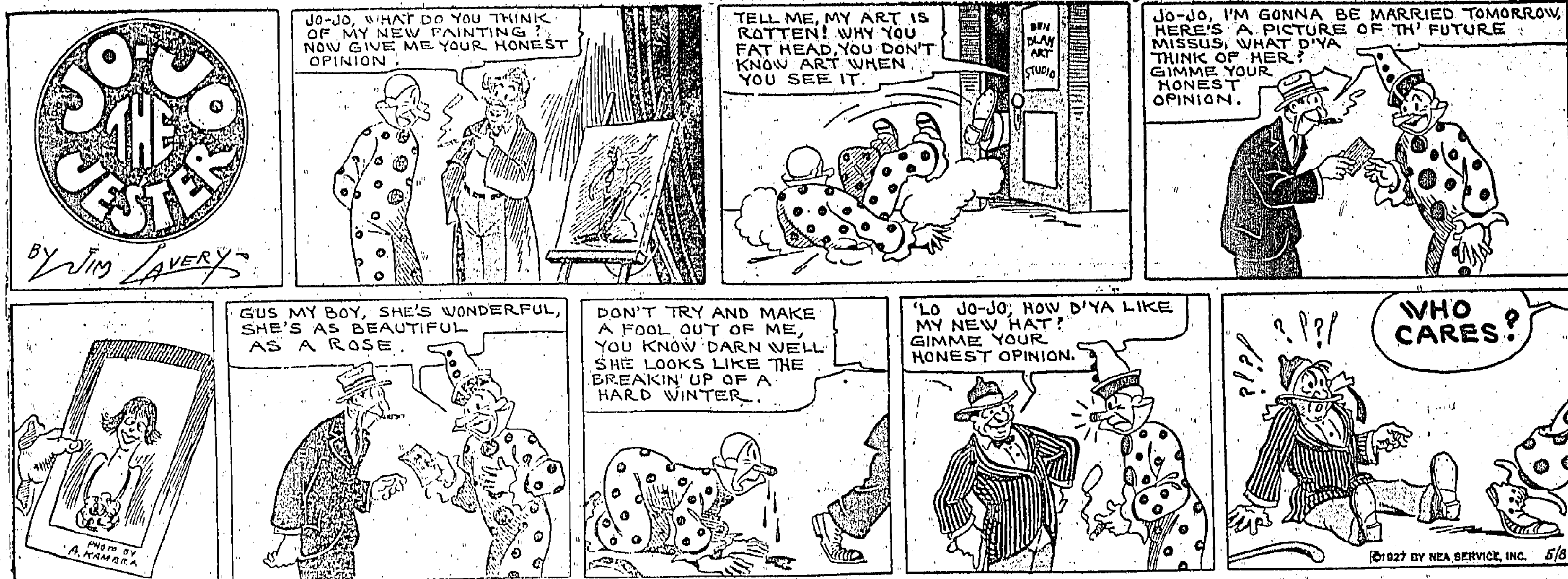
Peach Hylda.

Arrange one cup of bread crumbs and 1½ cups of peaches which have been drained, in alternate layers in a greased baking tin, sprinkle each layer of peaches with sugar and a little cinnamon, dot with two tablespoonfuls of butter, pour ¾ cup of water over all, and bake 35 minutes in a moderate oven.

GREASE SPOTS ON
CARPETS.

Petrol or benzine is usually recommended for dealing with grease stains on carpets, but it is difficult to use either without leaving an obvious light patch where the carpet has been rubbed. If turpentine is used instead it cleans up the grease without leaving the mark. Rub the turpentine in with a piece of cloth, and when the stain is gone rub vigorously with a clean duster to remove the last trace of the turpentine.

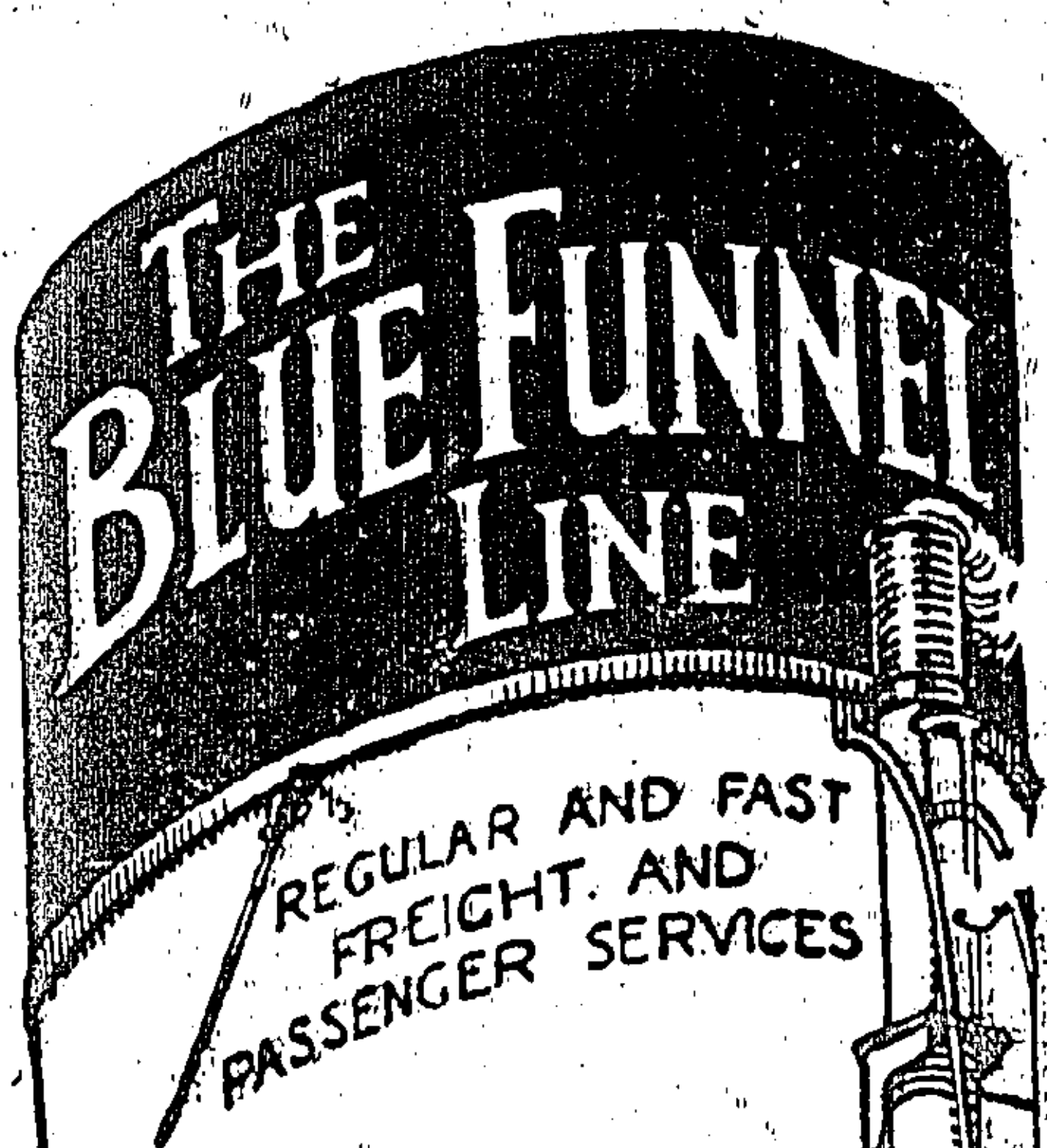
Stripes seem to be positively forbidden on bathing suits. But all-over patterns in flowers, geometric and futuristic designs will make the beaches gay.



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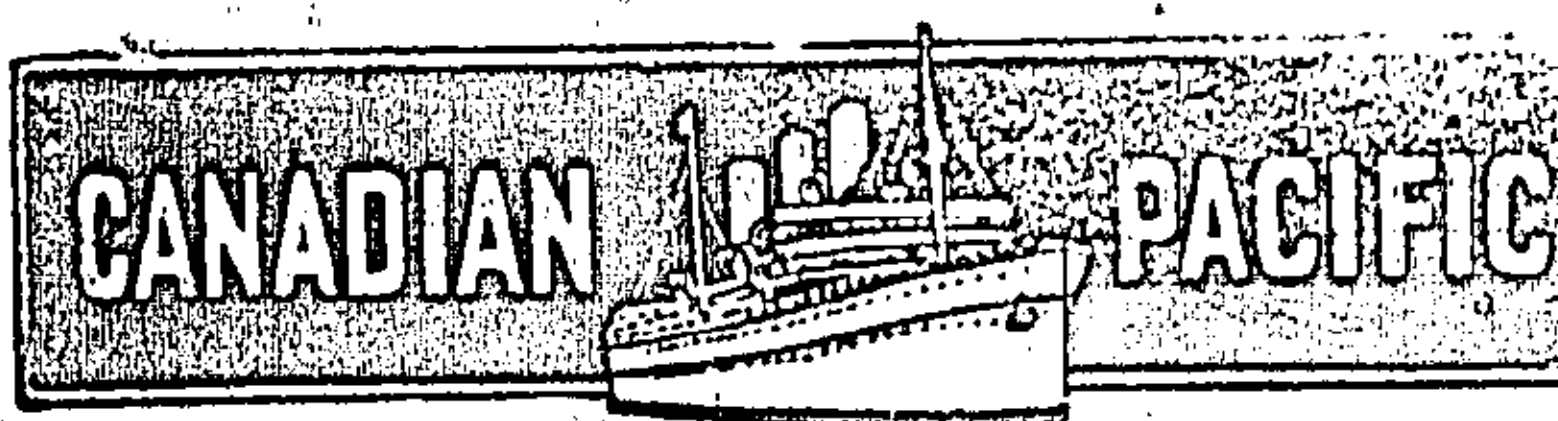
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S.S. OLDEKERK ... 13th June.
 S.S. GEMMA ... 10th July.
 S.S. ZOSMA ... 7th August.

Arrivals From Europe.

S.S. ZOSMA ... 27th June.
 S.S. OOSTERK ... 25th July.

All steamers have a limited accommodation for passengers.
 For Freight, Passage and further particulars please apply to

JAVA-CHINA-JAPAN-LIJN

Tel. Central No. 1574.

Agents, York Building.

DOLLAR STEAMSHIP LINE

AND

AMERICAN MAIL LINE.

JOINT TRANS-PACIFIC SERVICE

A Regular Weekly Sailing

TO SAN FRANCISCO OR SEATTLE

THE "PRESIDENT LINERS."

TO SAN FRANCISCO VIA HONOLULU, SHANGHAI,
 KOBE AND YOKOHAMA.

"THE SUNSHINE BELT"

PRESIDENT TAFT ... Tuesday, June 21st
 PRESIDENT JEFFERSON ... Tuesday, July 5th
 PRESIDENT GRANT ... Tuesday, July 19th
 PRESIDENT MADISON ... Tuesday, Aug. 2nd
 PRESIDENT JACKSON ... Tuesday, Aug. 16th

THEREAFTER FORTNIGHTLY SAILINGS ON TUESDAYS.

HONGKONG TO EUROPE

SPECIAL LOW RATES

Via San Francisco or Seattle

£120 £112

DIRECT CONNECTIONS WITH ALL ATLANTIC LINES.

Choice of railway lines across United States and
 Canada, with liberal stop-over privileges for sight-seeing.—
 Ask for information. Following are suggested itineraries:

From Hongkong	Via	Connecting with Steamship	From N. York	Arriving at
June 15	Seattle	Geo. Washington	July 13	P.mth-C'brg July 21
June 21	San Francisco	Homeric	July 23	C'brg-S'hmptn July 29
June 28	Seattle	Leviathan	Aug. 1	P.mth-C'brg Aug. 7
July 5	San Francisco	Majestic	Aug. 6	C'brg-S'hmptn Aug. 12
July 12	Seattle	Berengaria	Aug. 10	C'brg-S'hmptn Aug. 16
July 19	San Francisco	Leviathan	Aug. 20	P.mth-C'brg Aug. 26
July 26	Seattle	Aquitania	Aug. 24	C'brg-S'hmptn Aug. 30
Aug. 2	San Francisco	Majestic	Sept. 3	C'brg-S'hmptn Sept. 9
Aug. 9	Seattle	Mauretania	Sept. 6	P.mth-C'brg Sept. 12
Aug. 16	San Francisco	Olympic	Sept. 17	C'brg-S'hmptn Sept. 23
Aug. 23	Seattle	Berengaria	Sept. 21	C'brg-S'hmptn Sept. 27
Aug. 30	San Francisco	Homeric	Oct. 1	C'brg-S'hmptn Oct. 7

TO SEATTLE AND VICTORIA VIA SHANGHAI,
 KOBE AND YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT JACKSON ... Wed., June 15th, 7.30 a.m.
 PRESIDENT MCKINLEY ... Wednesday, June 29th
 PRESIDENT LINCOLN ... Wednesday, July 13th
 PRESIDENT CLEVELAND ... Wednesday, July 27th
 PRESIDENT PIERCE ... Wednesday, Aug. 10th

THEREAFTER FORTNIGHTLY SAILINGS ON WEDNESDAYS

TO EUROPE AND NEW YORK.

VIA MANILA, STRAITS, COLOMBO, SUEZ-
 PORT SAID-ALEXANDRIA-NAPLES
 —GENOA-MARSEILLES.

Thence to BOSTON and NEW YORK.

PRESIDENT WILSON ... Tues., June 21st, 6.00 a.m.
 PRESIDENT VAN BUREN ... Tuesday, July 5th 8.00 a.m.
 PRESIDENT HAYES ... Tuesday, July 19th 8.00 a.m.
 PRESIDENT POLK ... Tuesday, Aug. 2nd 8.00 a.m.
 PRESIDENT ADAMS ... Tuesday, Aug. 16th 8.00 a.m.

THEREAFTER FORTNIGHTLY SAILINGS ON TUESDAYS.

TO MANILA.

PRESIDENT TAFT ... June 13th, 6.00 p.m.
 PRESIDENT WILSON ... June 21st, 6.00 a.m.
 PRESIDENT MCKINLEY ... June 21st, 6.00 p.m.
 PRESIDENT JEFFERSON ... June 27th, 6.00 p.m.
 PRESIDENT VAN BUREN ... July 5th, 8.00 a.m.

For Passenger and Freight Rates apply to

THE ROBERT DOLLAR CO.

GENERAL AGENTS.

HONGKONG AND SHANGHAI BANK BUILDING, GROUND FLOOR
 Telephones Central 2477, 2478 & 795.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT
 Co., LTD., AND THE CHINA NAVIGATION Co., LTD.

CANTON LINE.

Sailings from Hongkong—Daily at 1 a.m. and 8 a.m. { (Sundays 1 a.m. only).
 Sailings from Canton—Daily at 8 a.m. and 3 p.m. { (Sundays 3 p.m. only).

The 3 p.m. Steamer from Canton (SUNDAY
 (EXCEPTED) on arrival in Hongkong berth at
 Wing Lok Street Wharf.

All Steamers will, as usual, leave for Canton from
 the Hongkong Wharf.

MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. (Wednesdays only).
 FROM MACAO: 8 A.M. and 2 P.M. (Wednesdays only).

SUNDAY EXCURSION.

On Sunday, the 12th June s.s. "SUI AN" will
 depart from the Company's Wing Lok Street Wharf at
 9 A.M. and from Macao at 3.30 P.M. Return Saleon
 Passage Fare \$5.00.

SPECIAL TIFFIN \$1.50.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE

UNITED KINGDOM & CONTINENT ELLERMAN LINE

S.S. "CITY OF TOKIO" ... Havre, London, Rotterdam & Hamburg ... 8th July.
 S.S. "CITY OF GLASGOW" ... Havre, London, Rotterdam & Hamburg ... 10th August.

AUSTRALIA AUSTRAL-EAST INDIES LINE

Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA"

to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.

Through Freight and Passenger booking from Hongkong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE AMERICAN AND MANCHURIAN LINE

S.S. "CITY OF KOBE" ... via Suez Canal ... 14th June.
 S.S. "CITY OF CHESTER" ... via Suez Canal ... 17th July.
 S.S. "CITY OF BEDFORD" ... via Suez Canal ... 14th August.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK AMERICAN & ORIENTAL LINE
 S.S. "COMERIC" ... via Suez Canal ... 25th July.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE
 S.S. "TINHOU" ... From Hongkong ... 25th July.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Belra, Quilimane, Ibo, Port Amelia, Mozambique, Obinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply:-

Telephone Central 4791.

THE BANK LINE, LTD.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

—DRY DOCK—

LENGTH 707 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

GILL (H.W.O.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS.

BUTTERFIELD & SWIRE, Agents

HONGKONG, CHINA & JAPAN.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

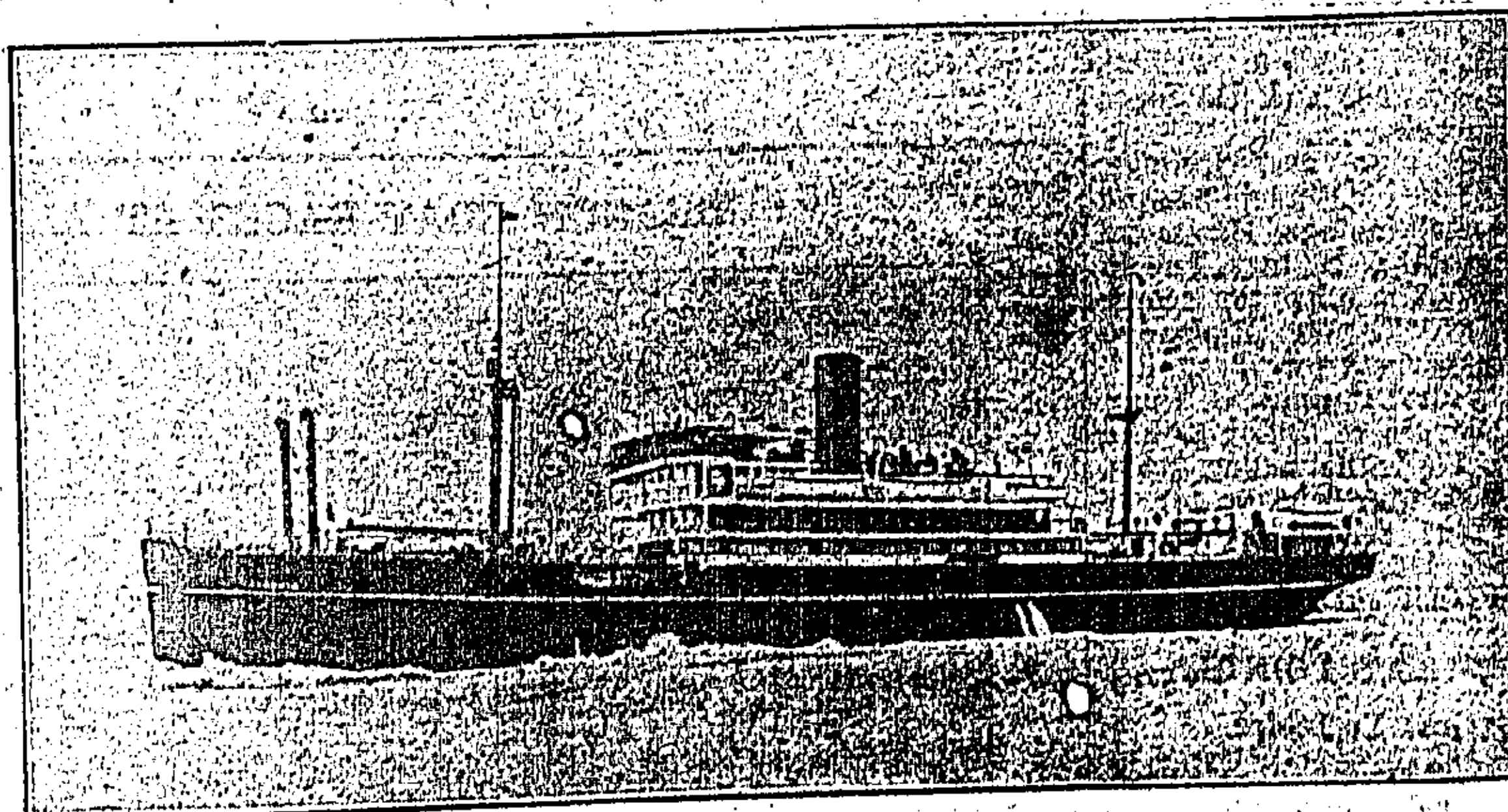
TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG;

Code Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;

Western Union and Watkins, Benson's Marconi.

Dock owners, Ship Builders, Marine and Land Engineers, Boilers Makers, Iron and

Brass Founders, Forge Masters, Electricians.



S.S. "CHANGTE"

Passenger and Cargo Vessel Built and Engineered at the KOWLOON DOCK by THE HONGKONG
 & WHAMPOA DOCK Co., Ltd. to the order of the AUSTRALIAN-ORIENTAL LINE, Ltd.
 For Australia-Hongkong Service.

Please address enquiries to the Chief Manager:-

R. M. DYER, B. Sc., M.I.N.A., Kowloon Dock, Hongkong.

NYK LINE

SAILINGS SUBJECT TO ALTERATION.
SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
TENYO MARU ... Monday, 13th June, at noon.
KOREA MARU (Calla Keelung) Tuesday, 28th June, at 10 a.m.
SHINYO MARU (Calla Keelung) Tuesday, 12th July, at 9 a.m.
 *Calla Los Angeles
LONDON via Singapore, Suez, Marseilles & Ports.
SUWA MARU ... Saturday, 18th June, at 11 a.m.
FUSHIMI MARU ... Saturday, 2nd July, at 11 a.m.
HAKOZAKI MARU ... Saturday, 16th July.
SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU ... Wednesday, 22nd June, at 11 a.m.
AKI MARU ... Wednesday, 20th July.
BOMBAY via Singapore & Colombo.
SADO MARU ... Saturday, 11th June.
GENOA MARU ... Monday, 27th June.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama.
RAKUYO MARU ... Monday, 11th July.
SOUTH AMERICA (EAST COAST) via Singapore, Copetown & Ports.
KAWACHI MARU ... Saturday, 9th July.
NEW YORK and/or BOSTON via PANAMA.
ASUKA MARU ... Monday, 13th June.
TAKAOKA MARU ... Tuesday, 28th June.
LIVERPOOL via Singapore, Colombo, Port Said & Ports.
DURBAN MARU ... Thursday, 16th June.
CALCUTTA via Singapore, Penang & Rangoon.
NAGANO MARU (Omit Calcutta) ... Tuesday, 14th June.
AKITA MARU ... Saturday, 18th June.
NAGASAKI, KOBE & YOKOHAMA.
AKI MARU ... Friday, 17th June.
SHANGHAI, KOBE & YOKOHAMA.
PENANG MARU (Moji Direct) ... Tuesday, 14th June.
HAKUSAN MARU ... Monday, 13th June.
MATSUYE MARU ... Friday, 17th June.
MGRIOKA MARU (Moji Direct) Wednesday, 22nd June.
 For further information apply to:— **NIPPON YUSEN KAISHA.**
 Tel. Central Nos. 292, (private exchanges to all Depts.).

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "CORBY CASTLE" Sails on or about 19th June.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE & TRIESTE (FIUME) TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE ... £72.10.0.
 LONDON ... £80.0.0.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

M.V. "VIMINALE" Sails on or about 23rd June.
 M.V. "REMO" Sails on or about 21st July.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

M.V. "ROMOLO" Sails on or about 28th June.
 M.V. "VIMINALE" Sails on or about 26th July.

NATAL LINE OF STEAMERS.

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMVOLOSI" Sails from Calcutta 30th June.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD.

Central 1030, Telephone Agents.

AUSTRALIAN-ORIENTAL LINE, LTD.

"Changte" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS. VIA MANILA, AND THURSDAY ISLAND. Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DATE HONGKONG ON OR ABOUT	SALES HONGKONG ON OR ABOUT
CHANGTE	In Port	18th June
TAIPING	8th July	15th July
CHANGTE	9th August	16th August
TAIPING	6th September	13th September

For Freight & Passage, apply to:—**BUTTERFIELD & SWIRE,** Tel. C. 35. Agents.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
 (UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hongkong (about)	Destination
KASHMIR	8,985	11 June noon	Marseilles, L'don & A'worp
MIRZAPORE	6,715	15th June	Marseilles & London
MANTUA	10,946	25th June	Marseilles & London
KHIVA	9,135	9th July	Marseilles, L'don & A'worp
KALYAN	9,144	16th July	M'los, L'don A'worp & Hull

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrene, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

TALAMBA	8,018	12 June, 2 p.m.	S'pore, Penang & Calcutta
TALMA	10,000	30th June	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	1st July	Manila, Sandakan, Thurs
ARAFURA	6,000	29th July	Island, Townsville, B'bane, Sydney and Melbourne.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.
 The P. & O. S. S. Co., Ltd. steamers will also call at Shanghai, Hio, Cebu, Kolumbug, Tawau, Timor, Darwin, or other ports en route as independent offers.

Frequent connections from Australia with the following:—
 The Union S. S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
 The P. & O. Royal Mail Steamers to London via Suez Canal.
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

TALMA	10,000	12 June, 6 a.m.	Amoy, Moji, Kobe & Osaka
KALYAN	9,144	16th June	Shanghai, Moji & Kobe
TAKIWA	7,936	17th June	Amoy, Moji, Kobe & Osaka
ALIPORA	5,273	18th June	Shanghai, Kobe & Moji
MACEBONIA	11,120	24th June	Shanghai, Moji & Kobe
*NOVARA	6,989	29th June	Shanghai, Moji & Kobe

*Will not take passengers northwards.
 All dates are approximate and subject to alteration without notice.
 WIRELESS ON ALL STEAMERS.
 Parcels Measuring not more than 2½ ft. x 2ft. x 1ft. will be received at the Co's Office up to noon on the day previous to sailing.
 For Passage Rates, Handbooks, Freights, etc., apply to **MACKINNON, MACKENZIE & Co.,** Agents.
 P. & O. Bldg., Connaught Rd., C.

GLEN LINE.

Fare Hongkong to London £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship	"CARNARVONSHIRE" (Via Oran)	2nd July.
Steamship	"PEMBROKESHIRE" (Via Oran)	27th July.
Motor Vessel	"GLENOGLE"	24th Aug.
Motor Vessel	"GLENGARRY"	21st Sept.

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Steamship	"PEMBROKESHIRE"	6 a.m. 11th June.
Steamship	"GLENIFFER"	23rd June.
Motor Vessel	"GLENOGLE"	7th July.
Steamship	"GLENAMOY"	26th July.
Motor Vessel	"GLENGARRY"	4th Aug.

For freight, passage and further particulars, apply to:

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

BOSTON, NEW YORK & BALTIMORE.

JOIN SERVICE OF THE

"BLUE FUNNEL LINE"

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE.

(ELLSBMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG

S.S. "CITY OF KOBE"	via Suez Canal	13th June.
S.S. "AGAPENOR"	via Suez Canal	3rd July.
S.S. "CITY OF CHESTER"	via Suez Canal	17th July.
S.S. "HELENUS"	via Suez Canal	31st July.
S.S. "CITY OF BEDFORD"	via Suez Canal	14th Aug.

Steamers proceed via Suez Canal or Panama Canal at owner option.

Subject to Change without notice.

For freight and particulars apply to:—

BUTTERFIELD & SWIRE or **THE BANK LINE, LD., HONGKONG.**
 Hongkong & Canton. **Jardine Matheson & Co., Ltd.,** Canton.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination. Steamer. Sailings.

TSINGTAU Ningpo & S'hai Kwongang	Satur. 11th June at 7 a.m.
SANDAKAN	Satur. 11th June at 3 p.m.
TSINGTAU Swatow & S'hai Kwongang	Sun. 12th June at 7 a.m.
TIENSIN	Mon. 13th June at 5 p.m.
OSAKA Amoy, Moji & Kobe Namsang	Tues. 14th June at 7 a.m.
HAIPHONG	Tues. 14th June at 10 a.m.
TIENSIN Swatow & S'hai Kwongang	Wed. 15th June at 7 a.m.
STRAITS & Calcutta	Wed. 15th June at 3 p.m.
TSINGTAU Swatow & S'hai Kwongang	Sun. 19th June at 7 a.m.
STRAITS & Calcutta	Wed. 22nd June at 3 p.m.
STRAITS & Calcutta	Sun. 26th June at 3 p.m.

For freight or passage apply to:—

JARDINE, MATHESON & CO., LTD.

Telephone 215, Central

General Managers

WATER SUPPLY.

NEARLY TWICE AS MUCH AS LAST YEAR.

That Hongkong has in storage almost twice as much water as on the corresponding date last year is revealed in the Water Return for June 1.

At the end of last month in the City and Hill district water works the storage amounted to 2,103.24 million gallons compared with 1,223.64 in the previous year.

The following comparative figures are of considerable interest in view of the heavy rain-fall this year.

	1926	1927
Tytam	246.65	384.80
Tytam Byewash	4.27	18.52
Tytam Intermediate	195.90	195.90
Tytam Tuk	744.68	1,419.00
Wong Nei Chung	8.64	26.24
Pokfulum	23.50	58.78
Total	1,223.04	2,103.24

When the statistics were compiled Tytam was level with the overflow, whereas on June 1, 1927, it was 18 ft. 5 ins. below. The byewash on date was 2 ft. 9 ins. below, compared with 17 ft. 4 ins. last year. Tytam Tuk, now level, was 32 ft. 8 ins. below overflow last year. With regard to Wong Nei Chung and Pokfulum the respective heights this and last year are 8 ft. 3 ins. below as against 21 ft. 10 ins. last year, and 3 ft. 4 ins. below as compared with 20 ft. 6 ins.

The consumption during May averaged 23.1 gallons per person, the estimated population being 411,920.

With regard to the Kowloon Water Works storage on date was 424 million gallons, compared with 326.32 million gallons last year. Kowloon reservoir is level with the overflow, whereas last year it was 5 ft. 11 ins. below. Shek Lal Pul is 7 ft. 9 ins. below compared with 19 ft. 11 ins. last year.

The consumption per head per day in Kowloon was 17.6 gallons the estimated population being 160,240.

C H E S S .

KOWLOON CLUB PRESENTATION OF PRIZES.

A most successful session was brought to a close last night when the prizes won in the tournaments run under the auspices of the Kowloon Chess Club were presented to the winners by the secretary, Mr. J. S. Smith.

Prior to the presentation Mr. Smith intimated that he had received a letter from the President, Mr. G. F. Nightingale, congratulating Mr. Sequeira on retaining the Colony's Championship and Mr. Carvalho, who won the Club Championship for the second year in succession.

The prizes were distributed as follows:—
 Colony's Championship and South China Morning Post Cup—Winner, C. M. Sequeira; Runner-up, S. G. Hayes.

Club Championship and President's Cup—Winner, D. E. Carvalho; Runner-up, S. G. Hayes.

The return match between the Club and H. M. S. Holmes was played earlier in the evening and resulted in a draw. The margin of points was much narrower than when these two teams first met, the winners gaining the decision by one point.

Owing to the absence of one of the Holmes players, Sequeira captained the visiting team and opposed Carvalho, the leader of the local players.

The full scores were:

Chess Club.

D. E. Carvalho (W)	1
J. C. Paers (W)	1
J. S. Smith (W)	1
S. G. Hayes (B)	1
H. W. Randall (B)	1
C. E. Wong (B)	3½

Hermes.

C. M. Sequeira	1
A. B. Richardson	1
E. R. A. Flower	1
P. O. Goldpink	1
G. S. Quinton	1
P. O. Stringer	2½

THE NORWEGIAN AFRICA & AUSTRALIA LINE,

THE STEAMSHIP

"TUGELA"

is now loading

for BARCELONA, VALENCIA, PASAGES, ROTTERDAM and HAMBURG,

and is due to sail

on 14th June.

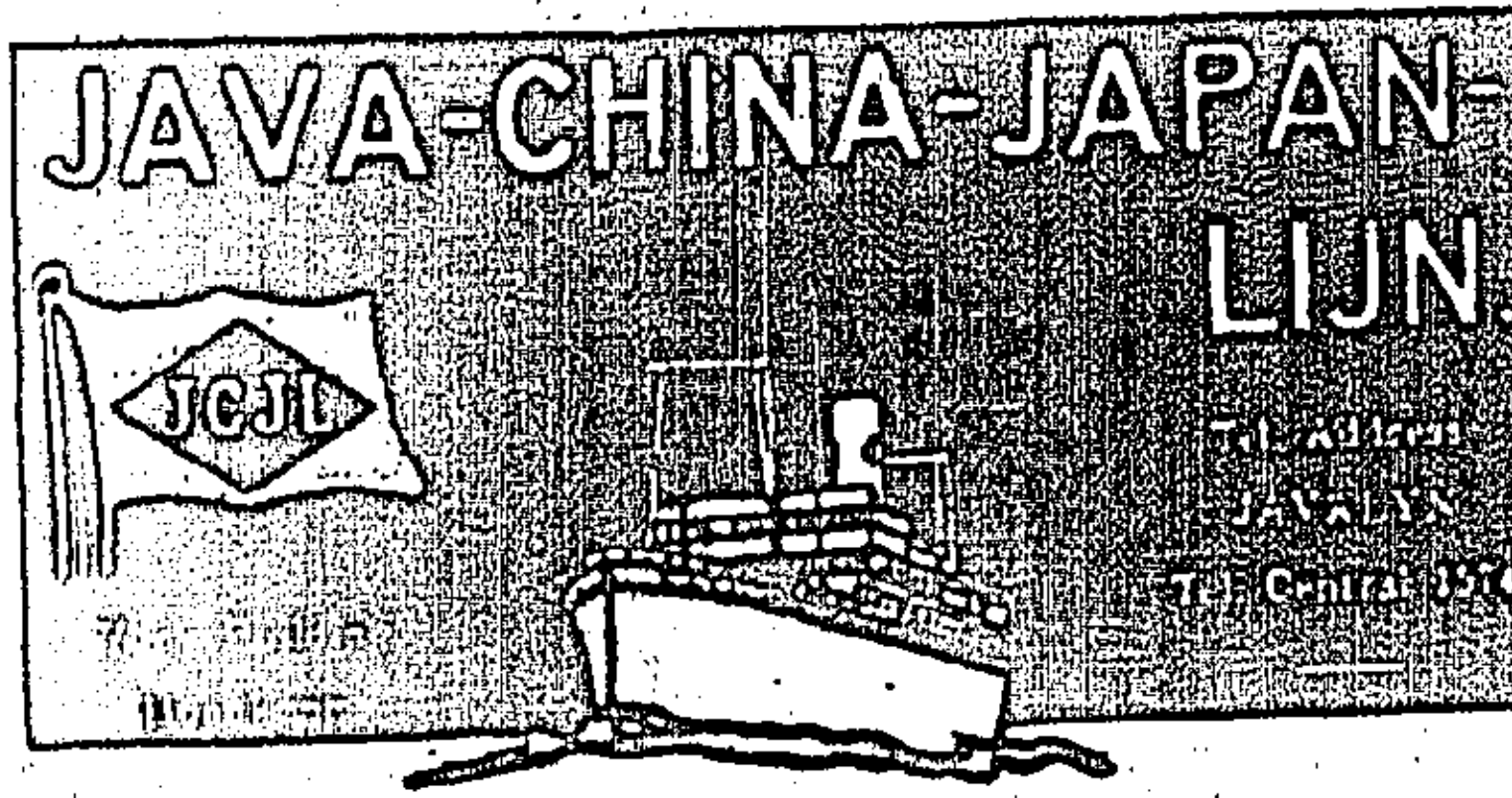
The steamer can also take some first class passengers.

Conference terms.

For further particulars apply to:—

THORESEN & Co., Ltd.

Agents.



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjandari	Batavia	12th June.	14th June.	Shanghai
Tjandara	Shanghai	13th June.	16th June.	Batavia
Tjandak	N. China	20th June.	22nd June.	M'kar & Java
Tjandak	M'kar, Java	20th June	23rd June	Amoy, N. China

*Via Macassar
 *Via Batavia
 The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.
 For Freight and Passage apply to the **Java-China-Japan Lijn.**

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS

LOADING DIRECT FOR

VALENCIA, ROTTERDAM, HAMBURG

and SCANDINAVIAN PORTS.

M.V. "JAPAN"	12th June.
M.V. "NIPPON"	6th July.
M.V. "BENARES"	31st July.

FOR SHANGHAI and JAPAN PORTS.

M.V. "BENARES"	20th June.
M.V. "NANKING"	14th July.

For further particulars apply to the

Agents:

STELMAN CO., LTD.

Hongkong.

G. E. HUYGEN.

Canton.

CONSIGNEE NOTICES.

OCEAN STEAM SHIP CO., LTD.
 And
 CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamers.

"MACHAON" From UNITED KINGDOM via SINGAPORE.

are hereby notified that the cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 10th June.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 10th June will be subject to rent.

All claims against the Steamer must be presented to the undersigned on or before the 30th June or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.

Agents.

Hongkong June 10, 1927.

"THE NORWEGIAN AFRICA & AUSTRALIA LINE."

S.S. "BESSA"

The above vessel having arrived from Norway via ports on 9th June, consignees of cargo are hereby notified that all goods are being landed at their risk into the non-hazardous, hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. Goods not clearly by the 15th June will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godown where they will be examined on the 14th June at 10 a.m. No claims will be admitted unless notified and/or application for survey made in writing, with seven days after landing of the goods, or in any case before the goods are taken delivery of.

Claims will not be recoverable unless complete accounts are sent in within fourteen days of final discharge of vessel.

No fire insurance will be effected by us in any case, whatever.

Bills of Lading will be countersigned:—

THORESEN & Co., LTD.

Agents.

Hongkong June 9, 1927.

SUMMONS

WITHDRAWN.

SETTLEMENT BETWEEN

YOUNG COUPLE.

"I am happy to tell your Worship that the parties have now come to a settlement and that your Worship will not be troubled with the hearing of the case. They have come to some mutual understanding and I ask your Worship for leave to withdraw the summons."

Mr. Horace Lo addressed the above to request Major C. Willson yesterday afternoon when he appeared on behalf of Mrs. Halima Hyder, who had previously taken out a summons against her husband for maintenance. She had also made application to the Magistrate for the custody of the two children, as well as an order that she be no longer bound to cohabit

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Telegraphic Address: "KREMLIN, HONGKONG."

SHANGHAI

ASTOR HOUSE HOTEL: PALACE HOTEL:
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neither the Lounge & Dining Room, till after the
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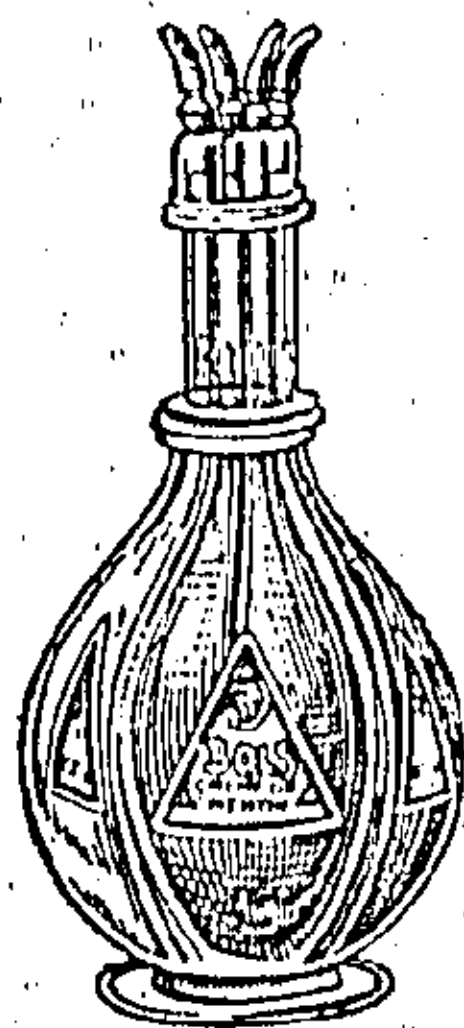
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Tuesday, Thursday
and Saturday.

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BRITISH PLANES AT
CANTON.

(Continued from Page 1.)

Railway Control.

Marshal Chiang Kai-shek has issued an order to the effect that while the railways should be under the control of proper authorities, it is necessary at the same time for the military to have direct control over the railways in the war zone. He therefore makes a clear distinction between the powers of the Ministry of Communications and the Army Headquarters Communications Department, that is, railways south of the Yangtze should be under the Ministry, and those north of the river should be controlled directly by the Military Headquarters.

Consolidation of Finance.

The Nanking Government has issued a circular telegram to the different provinces under its jurisdiction, stressing the necessity for consolidation of the financial administration and powers to collect revenues.

The Government strictly prohibits the provincial authorities from appropriating funds for military expenditure without the sanction or acknowledgment of the central financial authorities.—*Nam Chung Pao*

A RED OFFICIAL.

Canton Wants Him Ousted.

Canton, June 10.
In view of the fact that most of the Red remnants and Red organizations are sheltering under the protection of Chen Fu-mok, the Red leader who still holds the offices of Labour Commissioner and Commissioner of the Political Council, the moderate leaders consider that this Red leader has been at the bottom of all the troubles in Canton. They therefore are determined to have Chen overthrown at any cost.

A popular movement by the several hundred moderate organizations has been started for the purpose of eliminating the Reds in Canton in general, and the Red leader, Chen, in particular. However, the moderates believe that since Chen is appointed by the Central Government in Nanking, to overthrow him the approval of Nanking is necessary, and since the authorities in Nanking may not be clearly acquainted with the real situation in Canton, two important moderate leaders, Messrs. Li Wen-fan, a chief subordinate of Mr. Wu Han-min, and Tse Lung-mok, a commissioner of the Canton Kuomintang Committee, left Canton for Nanking recently to accuse Chen Fu-mok before Marshal Chiang Kai-shek.

According to latest telegraphic reports from Nanking, Marshal Chiang Kai-shek has decided to dismiss Chen Fu-mok, so as to pacify the popular opposition against him, and Chen may be recalled to Nanking.

The Kwangtung General Labour Union has declared that so long as Chen Fu-mok holds the Labour Department office, the Union will not take orders from this Department.

The *Yin Chang Pao*, the leading "rightist" organ in Canton, which ceased publication by order of Chen Fu-mok recently, is now accusing Chen of protecting the Reds in Canton and oppressing the real Kuomintangites.—*Nam Chung Pao*

SHANGHAI DEFENCES.

Removing Barbed Wire.

Shanghai, June 10.
The removal of all barbed wire barricades inside the Settlement started to-day, following a resolution passed at a meeting of the Municipal Council. This does not affect the outer barriers separating the Settlement from Chinese territory, which is only "removable at the discretion of the military authorities."

The internal barriers in the French concession are also being gradually removed.—*Reuter*.

AIRMEN THREATENED.

Protest Against Flights Over Chinese Territory.

Shanghai, June 10.
Pei Chung-hsi, Commander-in-Chief of the Nationalist forces in Shanghai has addressed a letter to the local Commissioner for Foreign Affairs requesting him to protest to the British Consul against British aeroplanes flying over Chinese territory. He adds "if any further flights take place I will order my men to fire and in the event of anything untoward taking place we certainly cannot be blamed."—*Reuter*.

BOYCOTT THREATS.

No Longer Worry British Merchants.

Shanghai, June 10.
There has been some talk during the past few days of a decision of the local Kuomintang to renew the anti-British boycott and to commence a boycott against the Japanese, but local representa-

TIBET'S BORDER.

RED SCARVES AS PROTECTORS.

INTERESTING CEREMONY.

Tachienlu, Apr. 27.—The people in this Chinese-Tibetan border town combine their pleasure and religion whenever occasion offers. Yesterday the populace flocked out to Dorjedra in all their silks and satins. The weather was absolutely glorious and a brilliant sun tempered the cold wind from the surrounding snow mountains. From the large playground in front of Dorjedra a magnificent view was obtained of the snow-clad Yajagen range lying 30 miles to the south. On this large playground, Tibetan and Chinese and a mixture of both, spend the day eating and drinking and playing. Those religiously inclined attended the lama ceremony inside the temple. A new lama from Jarong performed the service known as the "bestowal" of power; the Tibetan words being "wang-nang," that is, "power give." While school-boys kicked their football, and ladies sipped their tea, and gentlemen smoked their pipes on the open ground outside, the kneeling throng inside the temple courtyard bowed in long rows before the lama while power was bestowed. The Chinese, perhaps more than the Tibetans, have faith in this lama service. Crowds of boys and girls, no doubt encouraged by their parents, attended the service in the temple courtyard.

History of Ceremony.

The history of this ceremony is something like this: long ago Bahamajee prayed to the god Tschameh for power to escape the troubles of old age, illness, death, and rebirth. His prayer was answered and Tschameh bestowed the necessary power on Bahamajee to escape from the troubles of these four great sorrows. People now approach Tschameh through Bahamajee for all that is necessary to make not only this life but that which is to come, both happy and free from all anxiety. In lamaistic philosophy Tschameh comes down through the celestial line, the three main lines being, the spiritual, the celestial, and the bodily.

The ceremony in the courtyard is by no means simple and the lamas to give it show make it as ornate as possible. On to the head of each supplicant for power is poured holy water from the *pum ba* or Jar of Life. This takes some considerable time as hundreds are kneeling before the lama. After the holy water from the Jar of Life has been poured onto the heads of all and sundry, a paper image representing some lama saint, generally Jinchzee, is next placed on the head. While still bowing in a reverent posture the *dorma* is placed on the head of each individual. The *dorma* is a sacrificial offering made to gods, good and bad, and is supposed to protect from ghosts, demons, and evil spirits. The *dorma* is usually made of some food material, such as tsamba and yak butter, and is made ornate by mixing different colours, blue, green, and red. After the ceremony the *dorma* is generally thrown to the evil spirits, or with the demons in it, is thrown to the Chinese and Tibetan beggars. On this occasion as it has to do service for a whole day, it is simply placed on the head of each supplicant and retained for the next bunch of worshippers. The *dorma* is used in different ceremonies and with varying significance.

Lama Medicine.

The next act is to place the *dadar* on the heads of the waiting crowd. This is merely a little flag made of five different colours of cloth and guarantees protection from every evil wind that blows.

As all these things are only outward applications the patient assembly is now given something in the nature of a pill. This is the *ritbu* and is simply a small red pill made of tsamba and some form of lama medicine. To eat this the secker after power may now become a Jinchzee, one of the three most popular incarnations in the Land of the Lamas. To become a Jinchzee it is necessary to experience the Water Jug, eat the Red Pill and spend no end of time with the Rosary.

The last part of this lama ceremony is the presentation to those

fives of the Nanking Government deny that the movement is serious, at least, as far as the British are concerned, and disclaim official connexion therewith.

Threats of boycott have lost their terror with the British owing to the fact that there is now practically no British trade to boycott.—*Reuter*.

New French C-in-C.

Shanghai, June 10.
Admiral Stoltz, the new French Commander-in-Chief in the Far East, has arrived.—*Reuter*.

Entertainments

THE WEEK END at the PICTURES

TO-DAY

TO-MORROW

QUEEN'S

LIGHTS OF
OLD BROADWAY
with
MARION DAVIES

A delightful comedy of the adventures
of two Irish Immigrant Girls in
New York in the 80's

The Answer to
"Manhandled"

RICHARD DIX

in
WOMAN HANDLED

A Tale of Cowboys who preferred
flivvers to bronchos.

WORLD

The Magnificent Spectacle

THE FALL OF TROY

THE
ABDUCTION
of HELEN

THE
DESTRUCTION
of TROY

STAR

LOIS WILSON
in
CONTRABAND

in which a girl inherits a bankrupt
newspaper and uses it to clean
up the town

JACK HOXIE
in
TWO FISTED
JONES

A Picture that is all that the
name implies

who attend of the *sung-du*; this is known as the "protecting thread" and is red in colour. The *sung-du* is supposed to have great efficacy in protecting those who wear it round their neck from any and every evil influence. To receive this protecting thread is the climax to the whole performance and is the one and only thing carried away by the follower of lamaism. The lama is not slow to realize the importance of the red thread and it is only bestowed on receipt of some gift, usually a *kada*.

Complimentary Scarf.

This is known as the Complimentary Scarf and takes the place of the visiting card all over the Forbidden Land. In making requests and in visiting no one dares to do so without first sending in the scarf or presenting it themselves when ushered into some august presence. To present a short insignificant scarf is not considered respectful, and the ordinary length is usually five feet, and the material coarse silk, and the price five rupees. These scarves are made in China and form an important part of trade to the frontier. An influential lama visiting Dalai Lama may present a scarf even more valuable than five rupees.

If the visitors to the pope of lamaism are numerous there is no small revenue from the sale of scarves. Once presented they become the perquisite of waiting lamas. At important temple doors and the residences of high Tibetan officials the sellers of these visiting cards may be met with. If you already have one, these important lama-merchants will audaciously tell you it is not long enough or not expensive enough and demand that you buy one from them.

Question of Finance.

The presentation of the red thread and the reception of the scarf is merely a question of finance and to increase the finance, this part of the performance is made the most mysterious of the whole. With a great degree of reverence the lama takes the *sung-du*,

mutter some incantation and finally breathes upon it. This greatly impresses the recipient, and when he is told that the red piece of silk presented contains the words of the gods, he is prepared to hold it very sacredly.

The red neck-tie is now a common feature in the city. Chinese school boys and girls; Chinese merchants and women; Chinese scholars and ladies, are now wearing this red bit of silk round their necks and they fondly imagine thereby they are now free from all the diseases and worries and troubles that afflict mankind.

Each part in the service is mixed with a good deal of mystery. The holy water from the *pumba* contains saffron and this is interpreted as the "elixir of life." The *dorma* and the *ritbu* are both filled with lama secrets and the *sung-du* ensures life, health, and wealth. It may be merely the lama's sale of work and his way of financing the lamasery.—*N. C. Daily News*.

OUR ELECTIONS.

(Continued from Page 1.)

to registration, but electors should not wait for the near approach of an election before registering their names.

New Qualifications.

The enumeration of persons exempt from jury service who are entitled to registration in the second part of the register is contained in the proposed new sub-clause (4) of a 8 of the principal Ordinance which appears as part of section 2 of this Ordinance. The enumeration follows that contained in a 4 of the Jurors Ordinance, 1887, but a few changes have been made.

"In the first place the second part of the register will be expressly restricted to male persons. The wording of the paragraph relating to barristers and solicitors has been slightly altered because it is not the custom for barristers to have clerks in this Colony. The paragraph in the Jurors Ordinance, 1887, relating to

chemists and druggists actually carrying on business as such has been incorporated with the paragraph relating to doctors and dentists, and the form which the description now takes is that of persons registered under the Pharmacy and Poisons Ordinance, 1916.

"The paragraphs relating to editors of newspapers and their staff has been altered so as to make it refer only to editors, sub-editors and reporters.

"Masters of vernacular schools are now eligible for the electorate, unless, of course, they are on one of the jurors lists. A serious question arose at the last ballot as to what were vernacular schools, because there is no satisfactory definition of the term. There is a definition in the Grant Code, 1924, which reads as follows: Vernacular school means a grant school in which the Chinese language is the principal medium of instruction, but it will be noticed that this definition refers only to grant schools. The Education Department does, in fact, classify all schools into the two classes, i.e., vernacular schools and schools which are not vernacular schools, but, as in the case of the Grant Code, this has statutory authority. It would seem that the only practicable course will be to accept the classification of the Education Department as decisive on the point as to whether any particular school is vernacular or not. This solution is adopted in the new section."

HOW MUCH DO YOU KNOW?

The following are the replies to to-day's questions:—

1. When King George II. first heard the "Mensh" at Covent Garden Theatre, London, in 1748, he was so struck with the music that he rose and stood until the chorus ended.
2. The hero, S. Norwood Grove, 4, York Minister, 5, New Delhi.
3. The American channel swift of twenty-two miles across the San Pedro Channel.
4. The snipe, 8, Wal-lacy, Cheshire.
5. Vitamins are substances found in food which exercise a powerful influence on nutrition.
6. The blackberry.
7. At Pochow, China.
8. Signor Mussolini.
9. Ten thousand electric lights.
10. Sunflower seeds.
11. Between Elga and Vladivostok, a distance of 5,800 miles.